



The Oakland Tribune



MAGAZINE SECTION

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The American

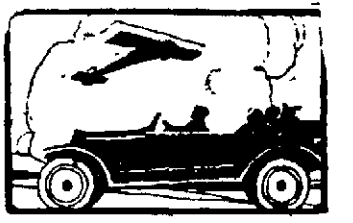
By Dan Smith



THE great republic watches his virile expression, in supreme action, of all that it has taught itself to believe this word American really means. It counts upon him to "see it through." It expects, and expects with ardent confidence, that he will hammer home the big motives and aspirations of his people. Behind him are traditions, and in the dim background of these traditions is the shadow of that older American, the red horseman of the primeval plains, also an American who gave a good account of himself in a fight. Both have breathed the same air. Both are vivid images in the eyes of Europe. The modern trial calls the modern man. To him Europe looks and America looks for influences measuring up to the traditions and to the stature of the nation that sends him forth.



New and Interesting Facts from Science and Life



How SCIENCE Is SEEKING SAFETY In the AIR

SOME new discoveries in the science of aeronautics may soon be announced, in view of a series of experiments that are being conducted to the end of developing a flying machine that can lift its own weight and a given load vertically, that, when in the air can hover, and that in case of accident can be brought to earth with safety.

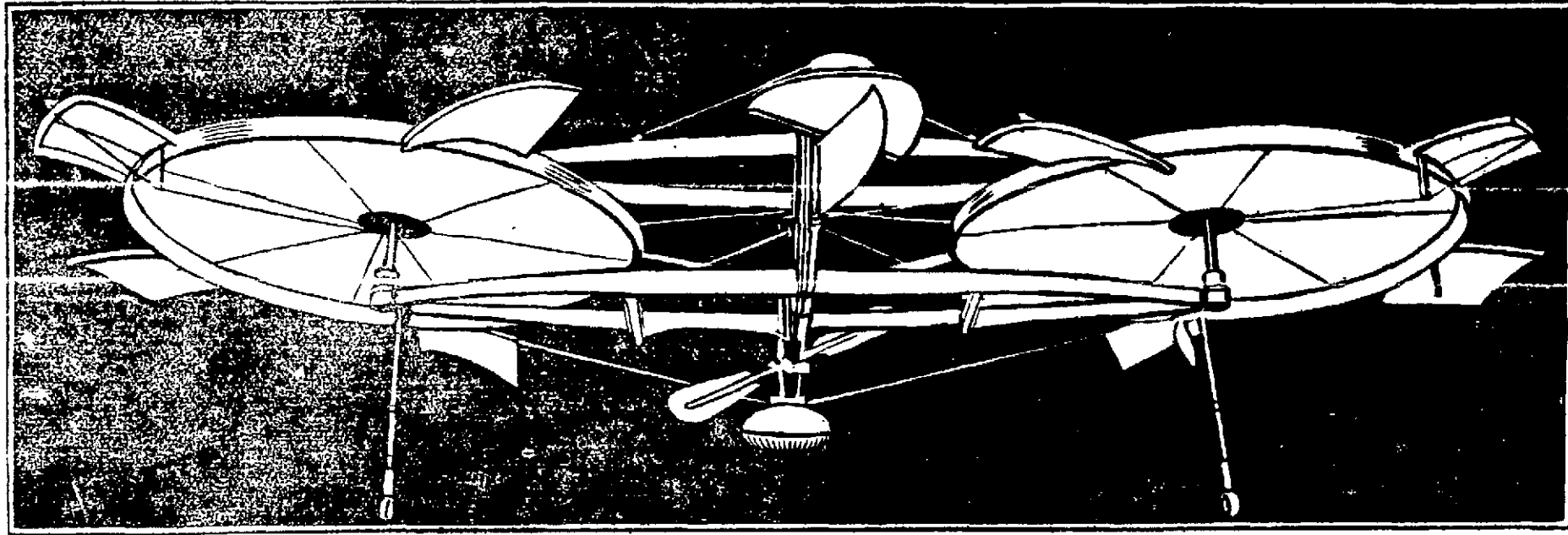
The central idea of these experiments is described in aeronautical terms as being a "revolving disk for inherent stability, and peripheral alary lifts as a means to overcome a dead load."

Mr. Justin Kay Toles, who has made many experiments with the rotating disk in mechanical flight, says that he employed the essential element of the principle involved in the maintenance of balance in a spinning top. Mr. Toles says that this principle is by no means confined to any one thing, but is demonstrable in anything having the power to be revolved on a free center, and that it is taking it but one step further to apply it to the subject in hand.

"It has always been apparent to me," says Mr. Toles, "that investigators of mechanical flight who have used the bird as their model in constructing experimental machines, are contending against this fact: a bird, that it may maintain its equilibrium in flight, is endowed with a correlative neuro-sense organism, for which it is obviously impossible to supply an adequate substitute in any man-constructed machine. Destroy this sense of correlation between the body and brain of the bird and it cannot perform the function of flight, any more than a man can maintain his equilibrium or power to walk after the channels of sense transmission between his extremities and his brain have been destroyed."

"The requisites of a successful flying machine are: First, its power to maintain, under all circumstances, a perfect equilibrium; and second, the power to rise from the ground, in a calm, with not only its own weight, the weight of its power apparatus and operator, but, to be of any practical value, at least 50 pounds per horsepower additional burden. That is to say: It must be able to rise into the air by its own internal

AEROPLANE with ROTATING DISKS Employs the Principle of BALANCE in a SPINNING TOP



energy, and independent of launching ways, or extraordinary velocity.

"I take, for illustration, a disk of paper, or cloth, limp or stiff, it matters little, and revolve it; so long as it is revolved at a high enough velocity it is self-balancing, and largely self-sustaining. I give it a forward impetus, and let it continue to revolve; if the conditions of velocity remain unaltered, it will remain balanced while gliding through the air at whatever angle of incident I will it to leave my hand. I take the same disk and push it forward with equal impetus without revolving it, and it has absolutely no power of equilibrium. Hence the function of revolution compels the disk to assimilate balance. Nor is this phenomenon of equilibrium destroyed, or in the least impaired by the impulse of forward movement given it. On the contrary, the combination of these two forces assist each other in their individual functions. If, in throwing the disk into the air I tilt

"The weight is shifted toward the end until the arm is balanced. The result is a dead lift in pounds per speed of rotation per pitch of lifts (alaries)."

it so that it is lowest at its right or left side it will describe a corresponding curve; at once proving the principle by which a machine may be steered with no other rudder than the reciprocal action of its own disks.

"A model that I constructed on this principle had four disks in all, made with wooden rims, over which was snugly drawn Japanese paper, with wooden centres large enough only to hold the axes, or disk shafts in place.

"The front disks had each 36 and the rear disks 81 square inches; in all 234 square inches sustaining surface. The screw propeller measured

On the Left Is Shown the Balanced Rotating Arm.

THE ROTATING DISK AEROPLANE

The View Is from Below and Shows the Plane Surfaces with Dependent Rims, Lifts and Rudder.

11 inches diameter, five inches lateral dimension, with a measured thrust of three inches. This screw was made of bamboo covered with Japanese paper, and fixed to the main driving shaft.

Back and forward of the propeller and fixed to the same shaft were two compound aluminum pulleys fixed to the shafts of the four disks. The pulleys were in such relation to each other that the disks were made to revolve with about three times the velocity of the propeller. The frame of the machine was made partly of bamboo and partly of Spanish cedar. The power was derived from the spring of an alarm clock set in an aluminum casing. The weight of machine when completed was 13½ ounces.

"At trials given this machine, it shoved forward on its rear supports, or legs, about sixteen inches, at the same time rising slightly until the front legs were some three inches off the floor. There was in repeated trials an apparent effort of the 'hind' legs to lift free of the floor, which they would do for intervals of a few inches. The power would be rapidly exhausted and the distance traversed would never be more than 30 feet. But at all times there showed a disposition toward perfect stability."

Mr. Toles maintains that gyroscopic speed is not necessary to maintain equilibrium in a rotating disk. "The quickest way to refute this idea," he says, "is for any one to take a barrel hoop and stretch over it a piece of ordinary sheeting. Holding this disk-plane in front of the body so that it is horizontal with the earth's surface, and projecting it forward with rim

dependent, so that the disk makes about one revolution to, say, about one hundred feet of forward travel, will give one a fair idea of the inherent stability of the dependent rim disk.

"This inherent stabilizing quality of the rotating disk is but one important step in the development of the central idea. The peripheral alary lift is the other.

"The embodiment of these two principles give to a purely mechanical construction the inherent principles of bird flight, i. e., birds receive their power to equilibrate, so to speak, from the neuro-sense organism controlling balance, same as man in walking. This is imperfectly possible through the lever control of the present mode of flight.

"Rotation absorbs all external influences attempting to destroy balance; while in the lifting alaries direction is given and controlled; that is, direction of balance. It is one thing to know that one is going to fall; it is quite another to control the direction and readjust one's balance.

These are the inherent functions of the combination disks and alaries (lifts). The latter are similar to a swimmer's arms in promoting lateral equilibrium as well as functionally displacing his weight.

"These lifts are in no sense helicopters; that is, they have no screw action.

"To go back to the disk. The dependent rim is functionally important. If the barrel hoop be turned over so that the plane-surface becomes inferior (rim uppermost) and projected forward, its flight is materially shortened; air striking the projecting rim is forced over it in the form of built-up vortices which occupy the first two-thirds of the peripheral area of the disk's entire inferior surface, with the greater density toward the periphery. Here this density exerts pressure. This pressure is rotational—at all points alike, therefore peripherally uniform.

"The unequal pressure between the inferior and the superior surfaces either shortens or lengthens the flight, depending entirely on the disk being projected right or wrong side uppermost. When right side uppermost the denser volume of air being underneath gives the disk greater buoyancy and prolongs the flight, and what is vastly more important, imparts to it by reason of the rapid accumulation of air vortices behind the dependent rim, greater stability. Hence equilibrium in spite of relatively slow rotation.

"In the absence of the dependent rim this phenomenon is not evident. The alary lifts are in themselves perfect stabilizers. Also, they accentuate buoyancy by forcing below and under the disks an added density of air, until there is actually built up thereunder a well made air road over which the disks travel when projected in a forward direction.

"Another phenomenon is apparent. Immediately above the disks there is created a cavitation with no perceptible air movement for a considerable (conical) distance above them. This phenomenon provides an ideal space for the placement of a densely compacted mass below the disks and a markedly distributed cavitation air void above."

A two-disk test model, one-half full size, which Mr. Toles constructed on the lines shown in the accompanying illustration, is described by the experimenter in the Scientific American Supplement as follows:

"Each disk measured six feet in diameter, having dependent rims four inches deep; and each have five alary lifts 11 inches wide and 16 inches long. The model was flexibly mounted on a rotating arm having a radius of 50 feet.

"When the disks were rotated at the rate of 200 revolutions per minute they developed in dead air a vertical pull or lift of 21 pounds per horsepower, and 36½ pounds per horsepower when the balanced arm was rotated 40 revolutions per minute.

"Power was transmitted through a flexible coupling so that the disks would have to adjust themselves to their own centres of balance, or equilibrium, which was always maintained without any perceptible drag on the disks while the arm was being rotated by hand and without the aeroplane propeller operating—provided these rotations were not in linear feet greater than the peripheral speed of the disks. The maximum speed of the rotating arm when driven by the aeroplane propeller was 38.27 revolutions per minute.

"Lateral, forward or currents of air from the rear had no visible influence on the disks provided the air was not stronger in feet per minute than the peripheral speed of the disks. It is interesting to note that the revolutions of the beam were not slackened nor the disks deflected excepting vertically and on an even keel, by any sudden blasts of air within the limits of the combined peripheral speeds."

The "WHY" of a GOLF BALL'S FLIGHT

WHEN a ball is thrown into the air it generally travels in only one kind of vertical path, the so-called parabolic, while its path as seen from above never deviates from a straight line, but that this is not exactly true during baseball and golf games may be confirmed by any "fan." And when a long "brassie" shot is made, the golf ball may even rise upward during some part of its flight; so that its path can hardly be called parabolic. This is explained as being due to the effects of the air upon

the spinning ball. The fact is that if it were not for the influence of the air, a baseball could never be made to boulder a batter nor a golf ball be made to "take" an obstructing "hazard."

When a pitcher desires the path of a baseball to curve in a certain direction he gives the ball as it leaves his hand a rapid spin in this same horizontal direction. The effects of the air upon the whirling ball are exactly those that would occur on a more pronounced scale if the ball were thrown through a

long strip of water. The facing on the ball churns the air in which it spins and carries the air around with it. But the side which is turning in the same direction about the ball's centre as the direction the ball itself is to turn will be "packing" the air against its side, just as it would be doing with the water. Thus the air will be slightly compressed on that side, and as the ball skims along on the blanket of air so formed, it naturally will be pushed away from it and be made to curve in its path.

The corrugated marking on a golf ball causes exactly the same phenomenon to take place. Here, however, the ball is rotated around a horizontal axis instead of a vertical axis as in the previous case. The golf stick hits the ball on its under side so that this side rotates upward in front of the ball as it spins through the air. In this way the air packs the blanket this time underneath the ball, and so tends to divert the ball upward.

MILK CURE for DISEASE

SCIENTISTS are agreed that, theoretically, milk is the most nearly perfect food. It contains all the elements necessary for the growth of the tissue and the maintenance of the body. Chemically it resembles blood and it is blood before it is milk. The secretory activity necessary for its assimilation is much less than for any other food. It appears to be an independent chemical excitant of the digestive canal.

It is claimed that milk makes more blood, and better blood, faster than any other substance. It is an excellent diuretic and is good to cure disease, improve elimination, make better blood and more blood, feed the tissues, destroy invading bacteria, quickly remove bacterial and other toxic products, and build up the body resistance. According to Dr. J. Crewe, who has experimented with large quantities of milk in the treatment of disease, about 3 to 3½ quarts of milk daily will sustain the average adult indefinitely under ordinary circumstances. If the patient can be made to assimilate from three to five quarts more, combined with complete rest and baths, Dr. Crewe claims, the patient has a wide margin to go toward correcting the conditions causing disease. Regarding his milk treatment Dr. Crewe says:

"There should be no ironclad rules; discretion must be used. As a rule, I begin the treatment by giving the patient large quantities of water and oranges, or orange juice without other food, for one or two days. Following this the patient is confined strictly to bed, but is allowed to walk to the bathroom when necessary, unless this is contra-indicated.

"In most instances the daily feeding begins with three or four quarts of milk, given half-hourly, 32 times a day, beginning at 6 A. M. and continuing half-hourly feedings until 9:30 P. M. A daily enema of soapy water or salt solution is important, because patients to whom it is not given frequently have gas distention and nausea, and develop an aversion to the milk. In addition to the milk patients are allowed a dish of prunes or orange juice daily. No other food or water is given.

"Increase the amount of milk given one quart every other day until the amount the patient can take is reached, which in most cases is from six to eight quarts.

"I have had patients gain 20 pounds in two weeks on eight quarts a day."

The AYE-AYE



Curious Tropical Animal That Depends Upon Its Long Middle Fingers for a Living.

WHAT a cat is to a mouse, the aye-aye of Madagascar is to a worm. This strange tropical creature, which is a mammal, has paws that are shaped much like a human hand, but especially adapted for providing the aye-aye with means of securing its livelihood.

The aye-aye is a worm-catcher, for which purpose the middle finger of each of its hands is an extremely attenuated member which can be inserted into a worm-hole and the surprised occupant thereof extracted and devoured.

Naturalists regard the aye-aye as one of the most curious creatures known to science. Its very life depends upon its two long middle fingers, the crippling of which would cause the aye-aye quickly to starve to death.

BENEFITS of DEEP BREATHING

PHYSICIANS agree that massaging the abdominal organs is at best a delicate procedure requiring the skill of a professional in order to prevent more harm than good being done. And yet abdominal massage is recommended as a help or cure for various ills, especially for constipation. A method which is so gentle that no baneful effects could possibly result employs systematic deep breathing as the agent.

The diaphragm and the muscles of the abdomen share in the work of respiration and at the same time press rhythmically upon the intestines. In order to increase the pressure so that massaging of the intestines results, it is only necessary to breathe more deeply than is customary and to keep it up rhythmically. The patient should lie face downward

across the bed taking from five to seven deep breaths a minute.

A pillow under the abdomen serves to press the organs in so that the force of the breathing is felt more by the enclosed organs than by the stretching outer skin.

Strange TRAFFIC in MUSK

THE greater part of the musk of commerce comes from Tachienlu, a town in China that is known as the "Gateway to Tibet."

Before the war, three thousand pounds of this odoriferous substance was exported annually, the bulk of it going to France, where it is used in manufacturing perfumery. Musk

is an essential ingredient of almost all perfumes.

Musk has certain radioactive properties that cause the odor of the perfume to be carried through the air in a very extraordinary way. The radioactive property of musk affects very strangely the natives who carry it to market. If a package of musk is held close to the body for any length of time it produces sores that are cured as using similar in character to those caused by pure radium.

Musk is obtained from a sort of gland, or pouch, of the male musk deer, and it is secreted only during certain seasons of the year. The musk deer is a small animal, seldom more than three feet long and 25 inches in height. It is becoming more and more scarce every year, and at the present rate will eventually become extinct.

Minute measurements of the decreasing weight of musk caused by its giving off odor, were completed recently in the laboratories of the University of Pennsylvania. After being dried in an oven at a temperature of 120 degrees C., a lump of musk weighing 3.2245 milligrams was subjected to a steady current of dry air for a period of seven months.

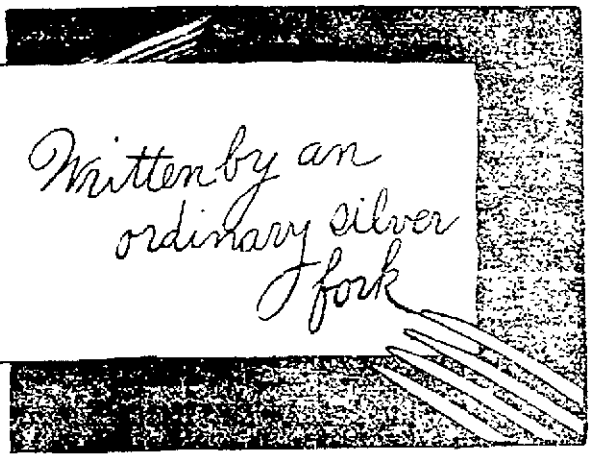
Scales of the greatest delicacy showed that the musk lost weight each day, beginning at .00318 milligram a day and diminishing to .00002 milligram a day. At the end of seven months the musk had lost all odor. This was not due to loss of moisture, for it remained odorless when freshly moistened. It would seem that all the volatile constituents of the musk were carried away by the current of air.

How to WRITE with a FORK

AN ordinary silver fork can be used to write on coated book paper almost as clearly and as easily as the lead pencil. This action is not chemical but mechanical, though some scientists argue strongly in favor of chemical action. Coated book-papers are treated with a substance that may be readily rubbed off; or the position of the substance may be so changed in their relation to the surroundings that they do not reflect the light.

Thus, scientists explain, they give the part so changed by the metal a black appearance, similar to that of lead. Upon examining the writing under a microscope it is impossible

to find any particles of the metal that have been rubbed off, or any evidence that the paper itself has undergone any chemical change.



Platinum also makes the point. This is taken as proof positive that the action is mechanical, because platinum resists all chemicals except nitric and hydrochloric acids mixed (aqua regia).

WILL ART REALLY BE CRUSH- ED BY DEMOCRACY?

You may "know nothing about art, but know what you like," or you may be a real connoisseur. In any case you will be interested in the artist's perplexity as to the future.

By Royal Dixon

ART in every field is asking itself some solemn questions since the war began, especially since the war has taken the impulse of a strife for democracy.

The Russian revolution, the crumbling of royal houses, the setting up of new liberalisms in many quarters of the earth and the stiffening of democratic ideals in so many commonwealths that long had called themselves liberal, have all contributed to a feeling of anxiety as well as confidence. For readjustments, however beneficial, make trouble.

Art is worried for its future. Art knows that since the dark ages autocracy has been its foremost patron. Emperors have made art history. The greatest artists flourished under the greatest royal glory.

No wonder then that art asks itself, What will world-wide democra-

cy, if the war is to bring that about, do to the artist and to art? Is it logical to assume that because art in the past has towered highest under the rule of empires the reverse of these conditions will crush the artist?

Many American painters and sculptors have lamented that democratic policies of life do not sufficiently consider the artist and have not favored his development.

Paul Swan, enthusiastic sculptor, and devotee of other arts as well, the Apollo-like Paul Swan, who recently completed a beautiful statue of "Aspiration," said to have been modeled from one of the loveliest and most brilliant of American women, certainly is not to be counted among the pessimists.

In a recent talk I had with him he said: "It is easy to prove that art

Paul Swan's Statue Called "Aspiration."



has passed through its golden age when aristocracy held its sway. The great artists who have flourished, and whose names are today known as beacon lights of the soul's expression through painting, flourished only because they were treated as individuals and 'special cases' exempt from the ordinary duties of the average citizen.

Paul Swan's Views.

"It is not that the artist lacks patriotism or is indifferent to his country, no matter how indifferent his country may be to his soul yearnings; the very nature of his work makes him a spokesman or forerunner of the rest of a nation's defence. He visualizes and puts into intangible form the shadow of oncoming events; he stands as the symbol of a nation's progress, and only his achievements are the milestones marking a nation's history.

"Of course, by artists we mean the creators, the doers, the men who are able to protect their own dreams into reality; we do not mean the dilettante, the poseur, the insincere amateur, the mere hanger-on to reflected beauty. These are only the moonlight manifestations of what we mean by the word artist.

"Now, since these are the spokesmen of an inarticulate public, who have not learned the language of self-expression; since these are the forerunners, the prophets, the seers, the vanguard of the great procession which composes a nation's history—

why not make some legal protection or recognition of them as important factors?

"The artist would be the last to presume to demand this right for himself, owing to his sensitive and contemplative temperament. He is the last to quail under injustice or blind indifference. His very work—dealing in soul qualities—makes him timid in claiming his rightful exemption. If to America the world is to look for a shibboleth, which points upward and onward, America must supply the emulations of heart and spirituality.

The Artist and War.

"To give the mere body as a sacrifice is noble, when there is nothing else to be given. But to give the body which by nature and cultivation of abstemious and upright living has become the temple of great possibilities for human improvement—is sheer folly. Why not have a regiment of doctors as well as a regiment of artists? Heaven knows that the history of the present war in France, where in one battle 374 artists and art students were sacrificed, is enough to wake this nation to the enormous need for the consideration of its own prophets.

"The war, which is primarily to all clear-thinking minds the outcome of Teutonic greed and unrighteous ambition, has its deepest effects upon the sensitive artist and his stimulus to production. An artist may work so long alone in his garret,

if necessary, but there comes a time when he must see a reflected image, he must see that the pulse of the public is quickened by his existence.

"The day when artists lived and died before their work was done—is gone. We live in an age of swift locomotion and action. Man has eliminated time. And cause and effects are now closely related. The

great question of this time is: Can the artist survive the ear deafened by war's holocaust? Can he survive the consuming enthusiasm for democracy, for levelling, conditions?

"I believe that he can and will. His individual passion for beauty will fight its way. There may be indifference around him, there may be no royal patrons, but love of beauty in

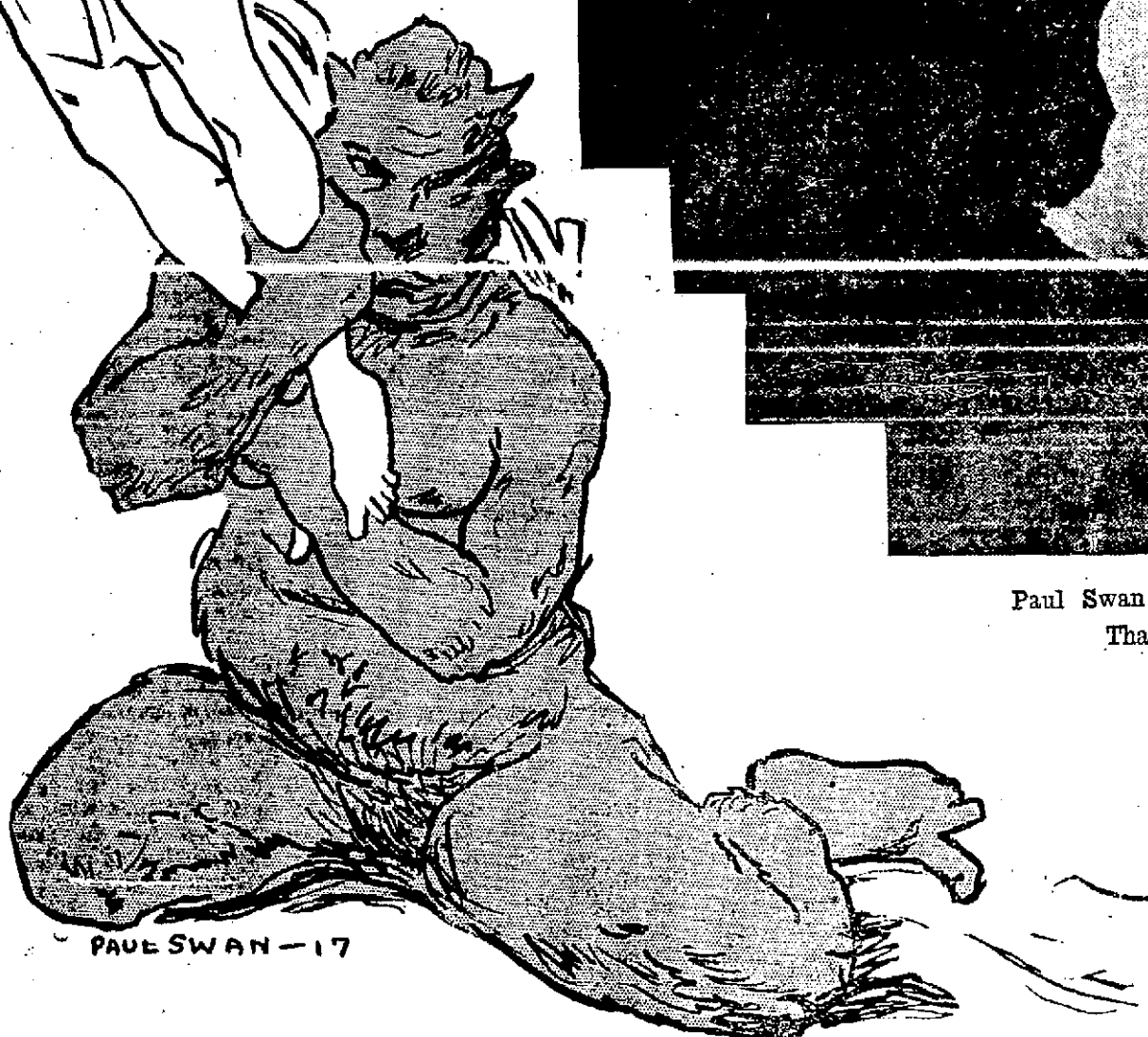
manhood will answer the offer of his heart and hand.

Today's Art.

"So far as today's art is concerned, we are to remember that art never before undertook a function so democratic. It never before undertook to speak to all of the people all of the time. The steps to this point in art's universality have been so gradual that we have scarcely realized as yet the significance of the appeal and the influence. Art is not a matter of painting and sculpture alone. It has found a hundred avenues of expression. The important thing is not the medium, whether it be a park statue or a fence poster. The important thing is the influence on minds and hearts. It cannot be that the immense intimacy between art expression and the popular mind will not have its good results. Nothing ever has hurt art or ever can hurt art but the lowering of its ideals."

Emperors May Have Helped Art, Says Paul Swan, and the "Golden Age" May Have Passed, but the "Individual Passion for Beauty Will Fight Its Way."

Drawing by Paul Swan Showing Materialism Holding Art from His Ideal.



Paul Swan and His Daughter. This Gifted Artist Believes That Art Was Helped in the Past by Autocrats, but That Democracy Holds Hope for the Man of Power.

Nature's Wonderful Hot Air Furnaces

DURING severe winter weather range cattle in the Bad Lands of western North Dakota are seen now and then congregated about a great fissure in a red, naked hillside. Investigation shows that a warm current of air rising through the fissure from a burning coal bed underneath has attracted them.

It is not difficult for the herds to find such natural warming places in the Bad Lands. The 1400 square miles comprising the "Terres Maudaises," as the early French travelers named the region, are underlain with lignite coal beds varying from an inch to 40 feet in thickness. There are few of these beds that have not been burnt, at least where they outcrop at the surface. Some are entirely consumed; many, it is believed, have been burning for hundreds of years; others have been set afire accidentally by ranchers and

campers in recent years. Prairie fires undoubtedly have ignited some of the beds.

Whatever the cause, the fires are there, creeping farther and farther back through the region and annually consuming thousands of tons of coal. As they burn, the clay beds above the lignite coal settle and great cracks open. Air enters through these cracks, rising impetuously to the fires. Meantime, the intense heat melts the clay, changing it into a jagged mass of red and pink clinkers. These beds of clinkers so frequently and so brilliantly cap the "hills" and crags of the "Bad Lands" as to give the entire region the appearance of "having been deluged with blood" as one traveler has expressed it. Sometimes the clay bakes in place of melting and then beds of natural brick are formed.

The presence of these beds of burnt clay and clinkers has led many to believe that the Bad Lands are of volcanic origin, but the geologists

say that running water, not volcanic force, is responsible for the vast tumbled waste of bare flat-topped buttes, the deep valleys and coulees with sides so steep that even wild beasts find them impassable, the countless smaller cone-shaped hills piled one atop the other or clustered like beehives in an apiary, and the fantastic groups of pinnacled and tumbled rocks.

The hills, whatever their shape, are nearly all downward-streaked with deep crooked furrows and lined horizontally in precision with layer upon layer of gray shale, black coal, red clay and yellow and white sandstone. In past ages the turbulent Little Missouri river and its many branches, big and little, ably assisted by frost, heat, rain and snow, have wrought this stupendous havoc. According to scientists, this erosion goes on so rapidly that vegetation is baffled in its attempt to take root on the slopes and the hills stand bare of even a trace of green the year round.

The Curse of the "Shuttled" Baby



Jack de Saulles, Football Star, shot and killed by his wife.

How the Deepest Tragedy of Divorce, the Legally Allotted Child, Once More Brought Death and Ruin at the End of a Love Romance.

By BARBARA CRAYDON

THE mother stands there quivering in a frenzy of emotion, with the surge of centuries behind her.

"I want my baby!" And then, as if to prove that she loves her baby, she commits murder.

The bullets go true. The man she swore to love, honor and cherish, lies there before her. Women shoot wonderfully well when the target is a man.

So the little boy has the memory of a murdered father, and any comfort that may be had from a mother who is a murderess.

For the sin of wanting his boy too much—and of forgetting the heart of a woman—the woman passed the sentence of death on the man, and the law immediately be-

gan its proper business of deciding what should be done about the woman.

It is a sad story, and not at all a new story. Variations upon it darken the pages of legal history over and over again.

The Tragedy of Beauty and the Hero.

Just here it is the story of Blanca de Saulles, the Cutilian beauty, and of Jack de Saulles, American athletic hero.

But the form of it is not greatly different from many another tragedy growing out of that great fact to which opponents of divorce have pointed ten thousand times—the great fact of the baby.

The miserable business of parting had been accomplished. The court had passed the judgment of Solomon



Beautiful Blanca de Saulles, Who Killed Her Husband After Demanding Possession of the Baby, Awarded Alternately to the Parents by the Court.

any end. Five, six, seven months went by without any clouds. A great happiness—greater than anything I had ever known—was dawning. I had a secret to tell Jack, that made him hold me a little closer and beam a little more fondly. Little Jack was about to come into the world.

"Then it was that all of the pretty picture was suddenly blotted out." Blotted out by the man's conduct, as the wife says. It may make no difference which side is to blame—it all comes at last to the rights of the baby, the heart-pull of the baby, the baby who was to be passed back and forth at legally established intervals.

In the matter of custody of the child so much of sentiment favors the mother—it will be a sad day for the world if they ever cease to favor the mother—that the defenders of Jack de Saulles's memory will have to show that the father at least obeyed the letter of the law in regard to the custody periods.

The Shuttled Child in Fiction.

Fiction as well as fact has many exploitations of the shuttled child.

The most famous book devoted to the problem is Henry James's "What Mazie Knew."

Mazie's father and mother were divorced. The court sent Mazie from the mother to the father and back again every six months.

The mother married again, giving Mazie two fathers. The father married again, giving Mazie two mothers. They all were very good to Mazie. She got no discipline, no anything that a child should have. It is the way she grows up, with no sense of life as the average child knows it, as every child has a right to know it, with the most confused



Mrs. de Saulles and the Baby Boy Jack, the Quarrel for Whose Possession Resulted in the Tragic Death of the Father.

sense of social perspective, of child obligation, and parent obligation, and home's obligation to the rest of life, that forms the subject of Mr. James's masterly study.

There are a great many Mazies in the world. A great many of them "see it through." Many separated fathers and mothers have given

splendid examples of restraint, and affection, and wisdom.

But it is a trying situation; trying to the separated and trying to the child. There are silent tragedies with no murder or violence in them. Then once in a while—

And how many burning tears result from the disaster!

cutting the baby in half—that is, cutting the baby's time in half—so that both father and mother could go on having him without staying together.

And then the trouble.

Just what the trouble in this case really was again demands the attention of the courts. The father is dead. His side will be told in his absence. What offences he committed with regard to the boy, with regard to the woman, with regard to her white-faced challenge on that day of the shooting—all of this will be set forth.

The woman is beautiful. That is what began the love story that ended in this tragedy.

But the baby who was to be shuttled from one parent to the other—well, he, surely is an important figure in the drama. It is the importance of his figure that may well constitute the most vital consideration in the whole affair, in all such affairs, in every consideration of marriage itself.

The Love Story.

Let us listen to the love story—the woman's side of it.

"I remember so well when he first came to me," she said, quite slowly. "It was at Valparaiso—that is in Chile, where my mother lived. I was 16. You know I did not know much about the world at 16 and in these surroundings. Girls in such countries are not taken so much into the confidence of the older people as to the thorny things. They are kept as some flowers are kept, apparently in the fear that some ill wind will fade them.

"Our men were gallant and very polite. But they went languidly about their pursuits, as people in this country regard things. One might compare the difference to that between the music of a guitar and that of a brass band when the brass

band is being taken by motor somewhere and the guitar is being played under the shade of a tree.

"I was at the country club, where the men rode their ponies and played polo. I saw many men pass whom I had long known—from my very childhood. Then there appeared a stranger. He was taller than the other men, his shoulders were broader, and he moved with an action that did not belong to my land. I was attracted to him from the beginning. He was brought to our box. From the first he paid desperate court to me.

The Vision of a "Young God."

"I looked upon him as some young god who had come from a new and strange heaven to make me happy. He asked my mother if I might be his wife. I was very happy. She insisted that we should wait until I had made a trip to Paris that had already been planned. He came along to Paris and renewed the courtship. I was charmed with his conversation, his manner and his manly appearance.

"You know how we were married. It was the beginning of the most wonderful fairy picture of my whole life. We were on shipboard, coming to a new land that I had never seen. He told me of its wonders, of the great things that were done here, and of the palaces and the vast opportunities.

"I will work to win the world and lay it at your feet," he told me, as we hung over the rail, gazing into the endless sky that seemed to me to typify the endless joy that lay before me. It was a voyage of love and dreams over a beauty of speech and of promise, and the same gentleness of attention.

"Then we landed at New York, and our happiness did not seem to find

Where the Father Goes Wooing for His Son

QUAINTLY curious are some of the customs of the Serbians; and in his book, "Serbia of the Serbians," Chedo Mijatovich describes the manner of betrothal adopted by his fellow-countrymen:

"It is the duty and privilege of every Serbian father to choose a wife for his son as soon as the boy has reached his 18th year.

"When the father has chosen a promising girl, he ascertains through a friend whether the parents would consent to give her to his son. If he receives an encouraging answer, he invites relatives or friends to go with him on the 'requesting errand.' They start out, dressed as well as

can be. The father carries a flat wheat cake and a bunch of flowers.

One of the company must carry a pistol, for it is customary in Serbia to announce every joyous event by firing rifles or pistols. They arrive at the girl's house before supper.

"After eating and drinking, in which the men alone of the two houses participate, and some preliminary conversation, the father of the prospective bridegroom draws from his bag the wheat cake, puts the flowers upon it, and places the whole upon the table. He then takes from his money-bag some gold or silver coins and places those, too, upon the cake.

"Brother, let us not precipitate the matter," the girl's father will

then say. "Let me first find out what my daughter says."

"He then goes out to consult his wife. This is only for appearances, as the matter was practically settled before the father was encouraged to come to 'beg' the girl.

"After more or less suspense, the door opens and a male relative brings the girl in. He leads her to the father of her prospective husband, before whom she bends deeply and kisses his right hand.

"The ring is finally brought to the engaged girl on the appointed day by the company of the bridegroom's male friends and female relatives. It is chiefly a pretext for the bridegroom's relatives to make the girl's acquaintance. The bridegroom is not present even on that occasion."

Katherine Stinson,
Air Heroine,
Whose Photograph
Shows That She
Does Not Take
Herself
Solemnly.

The Girl Who Astonished Japan

Remarkable Air Triumphs of Little Katherine Stinson of Mississippi, Who Has Followed Thrilling Feats in Asia with Daring and Successful Work on American Soil. Other Heroines of Sky Flight.



By Clive Marshall

WHEN Little Katherine Stinson left Japan, it cannot be said that all the aviators in the Mikado's realm were unhappy. She was too clever for their own comfort. She was so clever it was inevitable that the thousands who saw her would make some comparison of her work with that of the Japanese military aviators, and what they said found a voice in the newspapers, with the result that the aero branch of the Japanese army came in for so much caustic criticism the government took steps to see that the military aviators improved in their work.

The mere spectacle of this frail little American girl from Mississippi giving exhibition flights was enough to draw out thousands of the Nippon. But when she looped the loop, before their startled gaze, then dropped a sheer thousand feet in a direct vertical line toward the earth, and curved into the level, landing gracefully on the exhibition grounds, they frankly admitted they were astonished, astounded, and they began to ask themselves why their aviators hadn't been able to do the same things.

In Chinese Skies.

Nor was this the only achievement of this slip of an American girl in the Orient. In addition to her 32 flights in Japan, she made 35 ascensions in China, and was rewarded for her efforts by official recognition and the warmest praise of the government.

In all, she won 14 gold medals in the two countries for demonstrating the military value of aeroplanes.

Who would have thought it would take a girl to teach the Orient the possibilities of the aeroplane in war?

Miss Dolores Francis of California, Who Has Offered Her Services to the United States.



fare? And such a little trick—just out of her teens!

Ambitious for War Work.

Since her arrival her life has been just one flight after another. First, she flew for the Liberty bonds, dropping placards all along the way proclaiming: "I am doing my bit. Are you? Buy a Liberty bond." Next she was flying for the Red Cross. One of her trips was a non-stop flight from Albany to New York city, a distance of 150 miles, which she made at the rate of 75 miles an hour. Whenever she is doing nothing special, she is giving exhibition flights for the aviation recruits.

Add don't think she won't go to Europe if she gets the chance—don't think she wouldn't fly over the firing line if the government gave her the opportunity of doing her bit in that way. For she would! It is a matter of record that when the late Gen. Funston started with his troops down Mexico-way, Miss Stinson offered her services as an army aviator. The general just laughed, but the last laugh was the little girl's, for he soon found that several of the aviators he had known nothing about flying except what that same "Mississippi" child has taught them.

In fact, if one were to investigate to find what girl is contributing, in a military way, the most to the allied cause on the firing line in France, it would probably be found that it is little Miss Katherine Stinson.

For more than a year, she has had several hundred of her pupils flying over the battle zone. For the most part, they are Canadians who came to her for instruction shortly after the war began. Now these Canadians will be re-enforced by the great number of Americans she has trained, and who will soon take



Miss Helen Tower, Daughter of the Former Ambassador to Russia, Who Has Been Winning Honors in the Air.

their place in the air above shell-torn France and Belgium.

Flying seems to run in the Stinson family. Her sister, Marjorie, four years her junior, is said to be the youngest aviatrice in America. Her brother, Edwin, 23 years years old, is also an excellent airman. The three of them for several years have conducted an aviation school out in San Antonio, and here it was that the Canadians, and more recently the American recruits, came to her for instruction in the art of navigating the air.

Katherine was born in Jackson, Miss., and lived there until three or four years ago. She was studious, especially fond of books, and inordinately fond of reading about the progress made in flying. Aviation became an obsession with her.

Her Rapid Rise to Success.

She talked about her ambition incessantly to her mother, and finally won her over, but gave up the fight as far as her father was concerned. He would not listen to the proposal that she study aviation, and he in-



Miss Stinson's Greeting by a Chinese Official.

sisted she would sicken of the work once she had taken a trip. Strange to say, at the time she left Jackson, Miss., for Chicago, to take her first lesson, she had never even seen an aeroplane on the ground or in the air.

Her fame was made secure when she made the loop the loop, being the first woman to accomplish this.

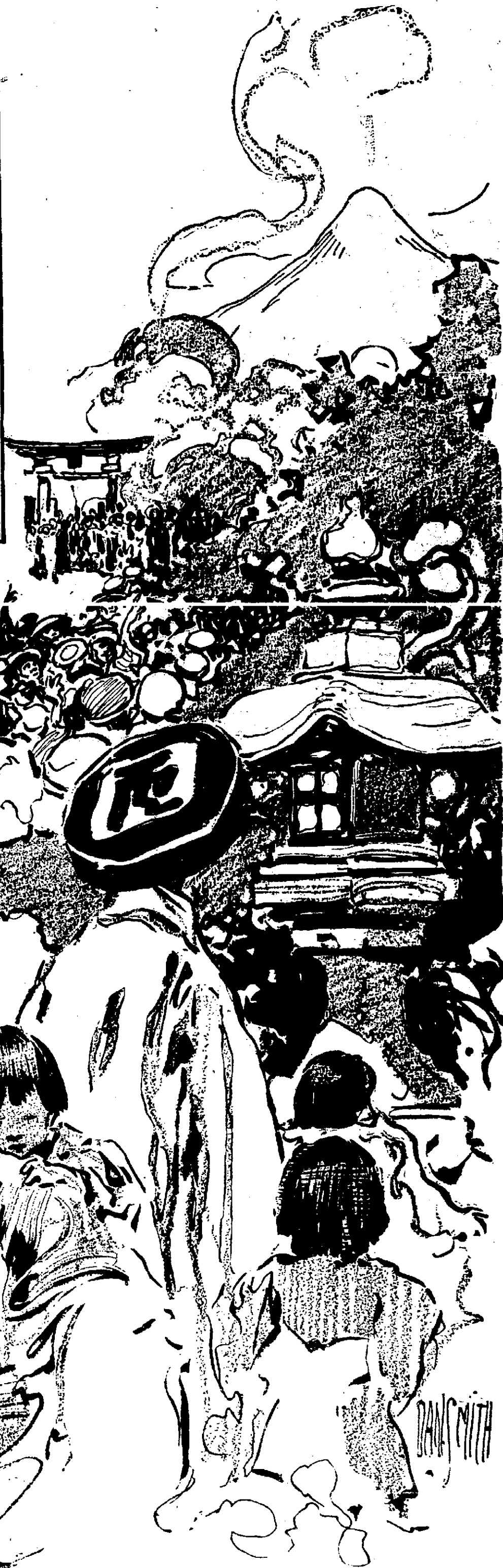
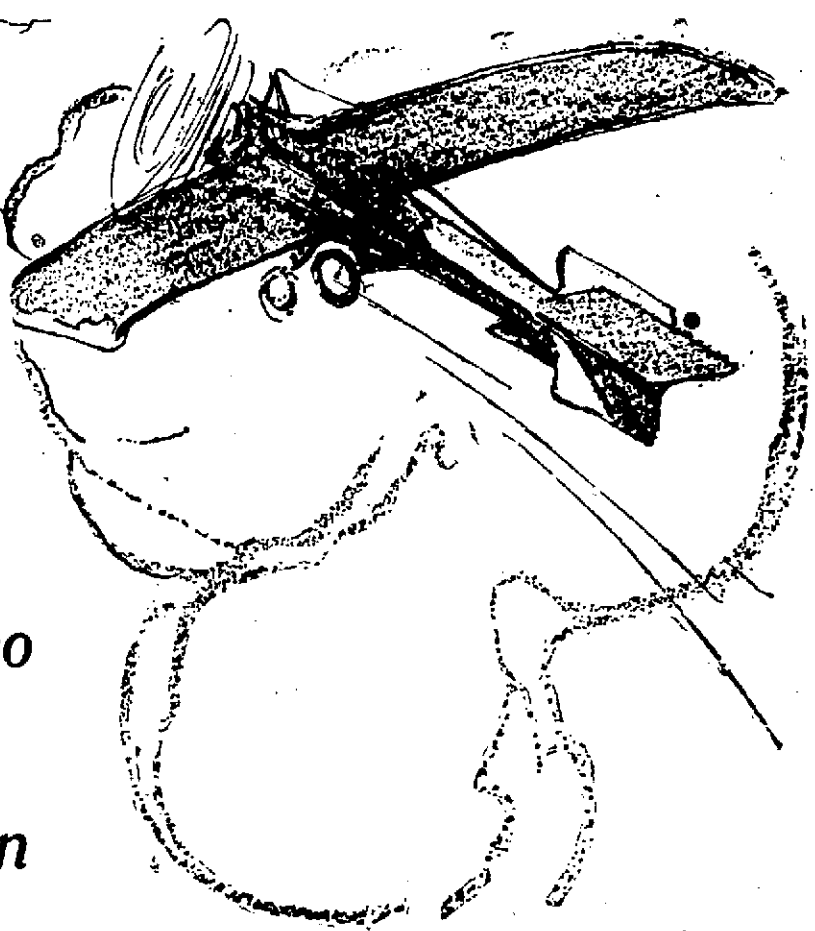
Her nearest rival for aviation honors, as far as the female contingent is concerned, is Miss Ruth Law, who holds the American record for a non-stop flight, which she won by traveling from Chicago to Hornell, N. Y., a distance of 590 miles by air line. The trip was made in 5 hours and 40 minutes.

Both are very much interested in the girls' corps of aerial scouts, which is in charge of Miss Alice La Chappells. Several of the members have made notable flights.

Prominent among these girl aviators is Miss Dolores Francis. She is one of six California girls who have offered their aeroplanes and their services as pilots to the federal government for coast patrol service. Another prominent young woman, who has become quite proficient with the aeroplane, is Miss Helen Tower, daughter of Charles Tower, former ambassador to Russia and to Germany.



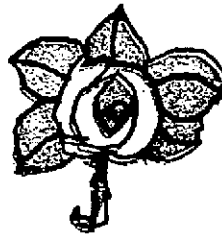
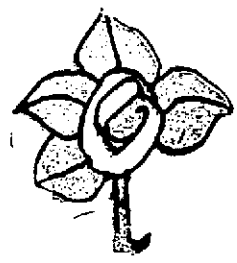
Miss Ruth Law, Holder of the Non-Stop Flight Record.



A Combination of Material Results in Graceful Wraps



Wide Bands of Kolinsky and Georgette



Chinchilla and
Ermine



A Charming
Development
of Moleskin



WOMEN wait with bated breath until it is propitious to wear furs. They realize that an elegant fur has the effect that a beautiful landscape has on a beautiful residence. A graceful neckpiece not only adds a charming complement to a gown or a suit, but it goes much further—it softens one's features and it has a kindly influence on one's complexion. All of these points go to make a woman fare forth feeling that she is capable of success no matter whether she is to solicit donations for war funds or to combat with a rival in fashiondom. Is it any wonder that furs mean so much to womankind? While it is still too warm to wear winter furs there are quite a number of handsome models that will be bearable until crisp weather sets in. These are lighter in weight and the majority of them are combined with flimsy Georgettes and chiffon.

One model that is minus the thin material is the scarf made of chinchilla and ermine. This lacks the heavy linings that will be found in the neckpieces for later days, and is, therefore, as comfortable as one could desire.

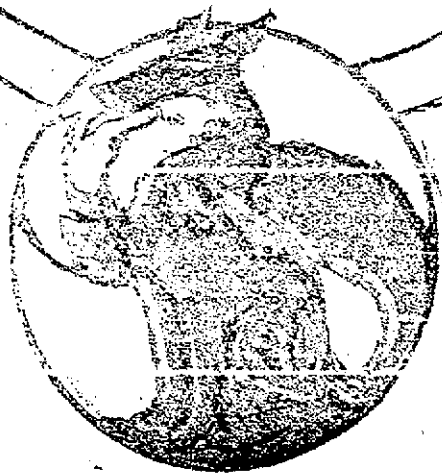
A very handsome long, broad scarf is the one of

brown Georgette banded with broad pieces of kolinsky.

Indicative of the style that will prove a favorite for winter furs is the cape model. This is a novelty that a majority of women will like because it allows the use of an animal scarf as well as the clever introduction of the modish cape. Here again brown Georgette lined with silk is used in combination with kolinsky.

A very sumptuous wrap is the chiffon-lined moleskin. Like many of the leading models, it is provided with sleeve pockets, which allow the arms to be thrust thru. At the back it falls only to the waistline and as it nears the front it increases its length in a graceful manner until the points extend beneath the knees. Surely this is the right style for the woman who craves long lines. The manner in which the cape may be thrown back at the neckline to form a collar is a feature worthy of notice.

Proving that the short scarf is just as graceful as the long one, the gray model is built on the square. Gray chiffon over satin forms the middle section and the whole thing is finished off with a binding of wide bands of moleskin.

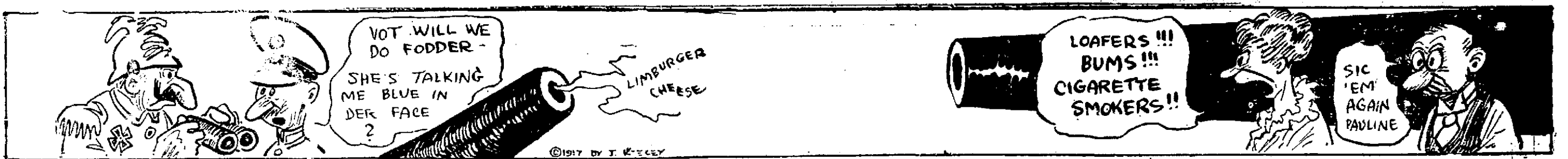


This Scarf
Is Built
on the Square

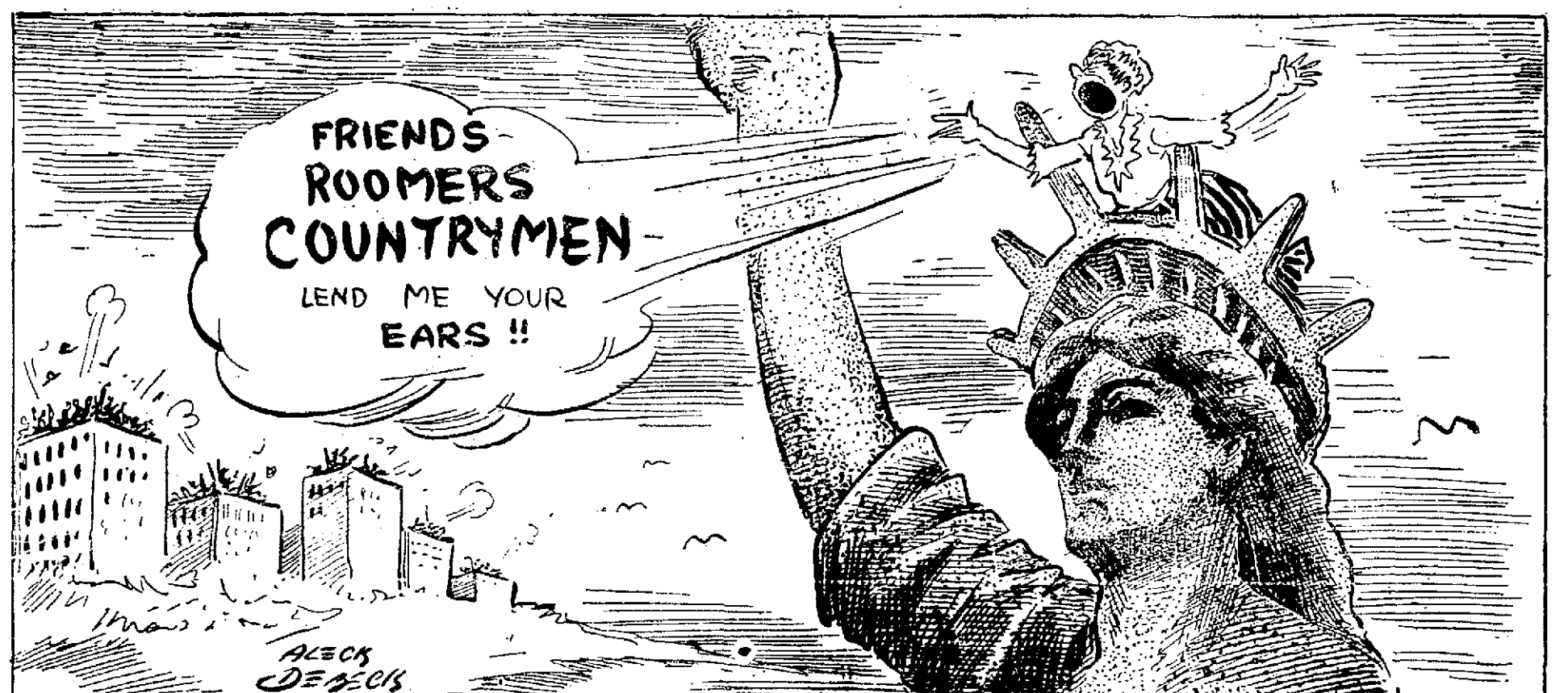
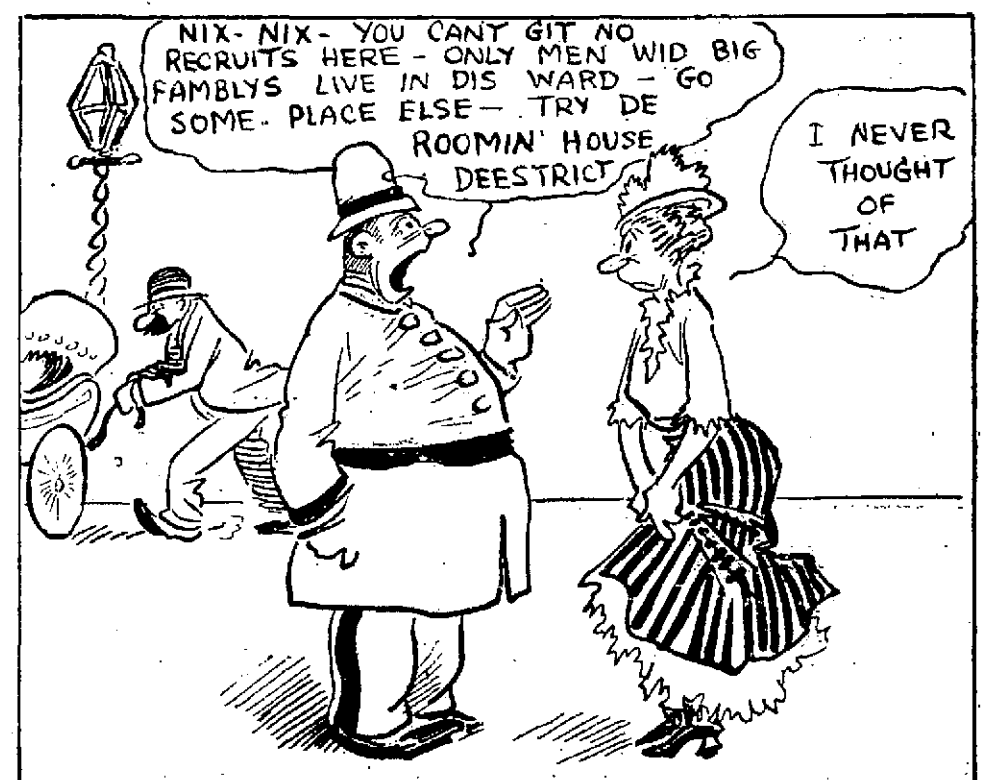
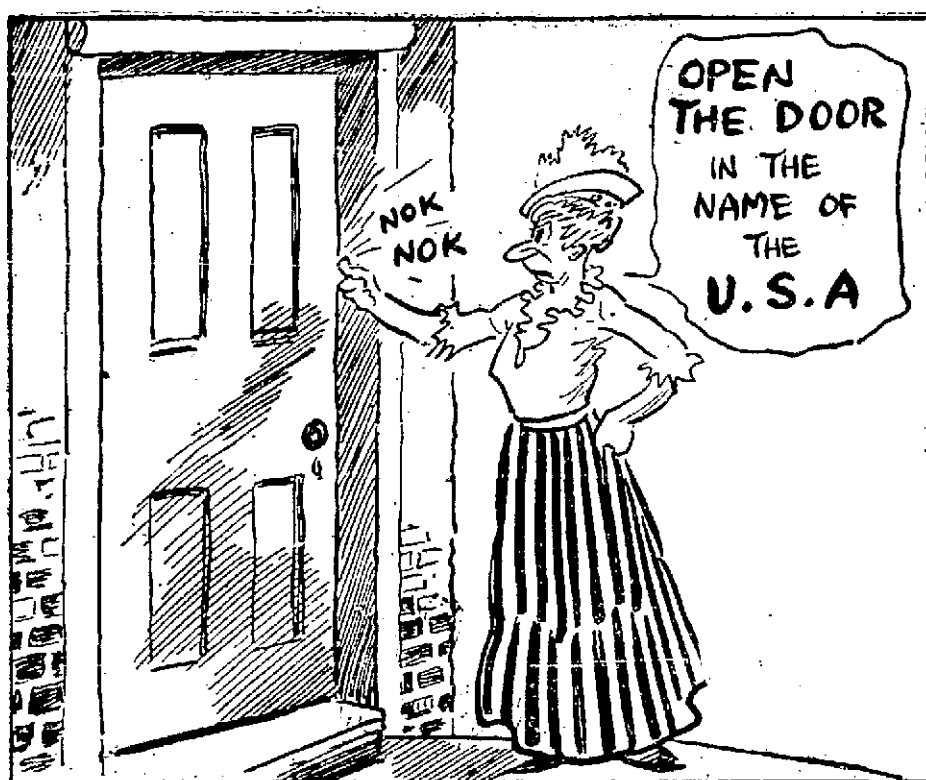
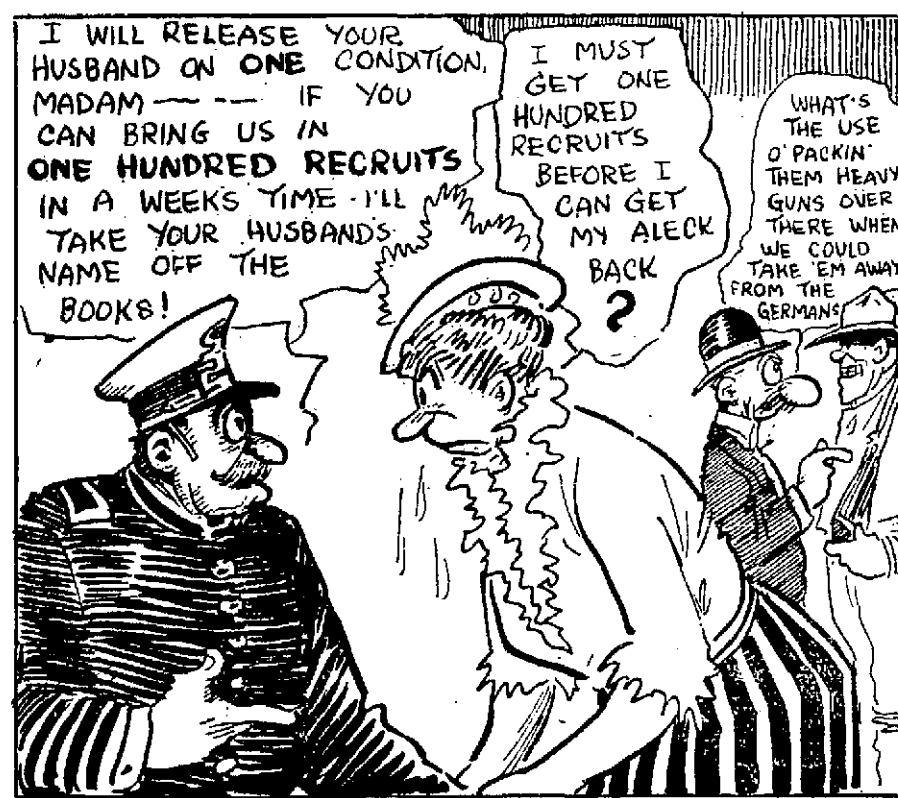
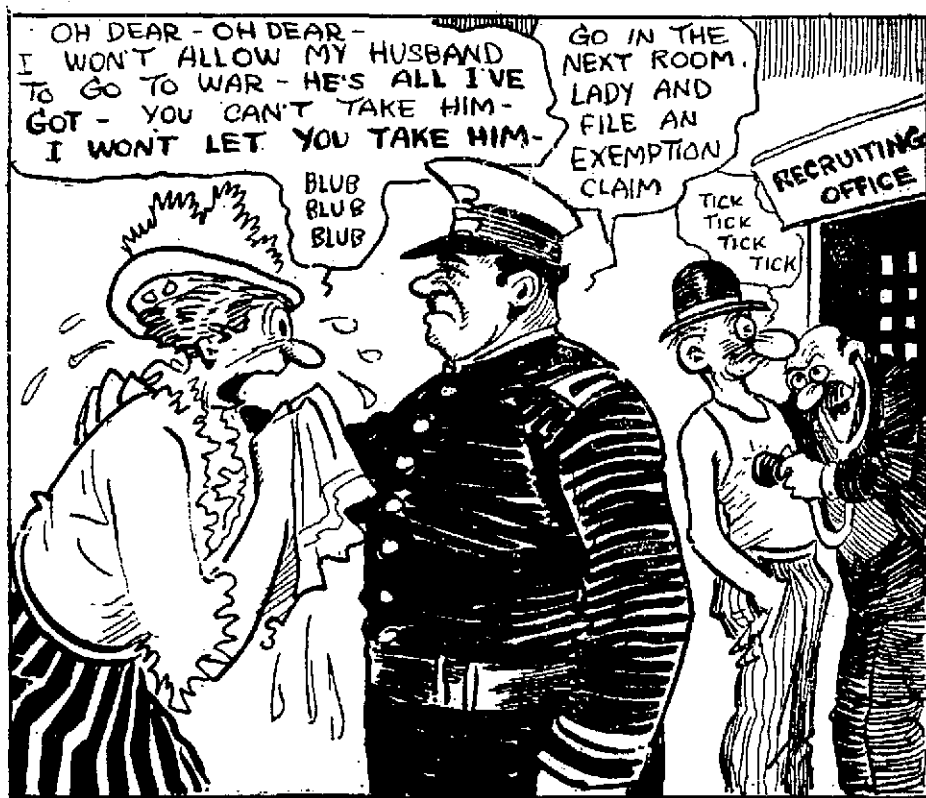
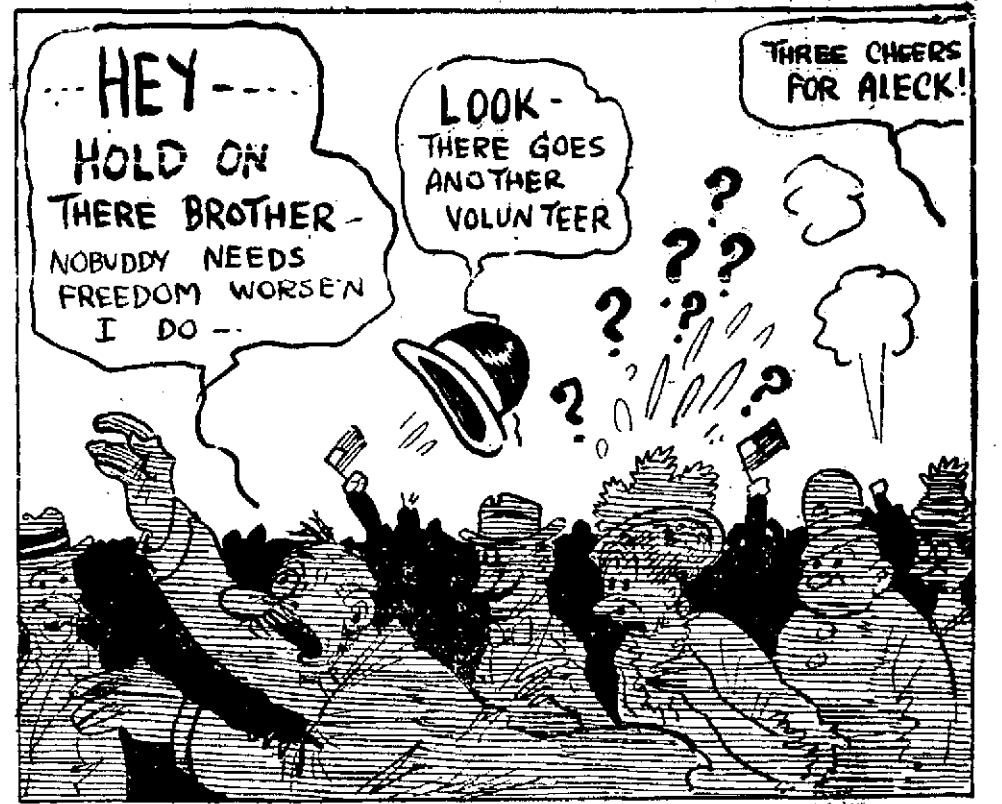


Following
the lead of the
Popular Cape





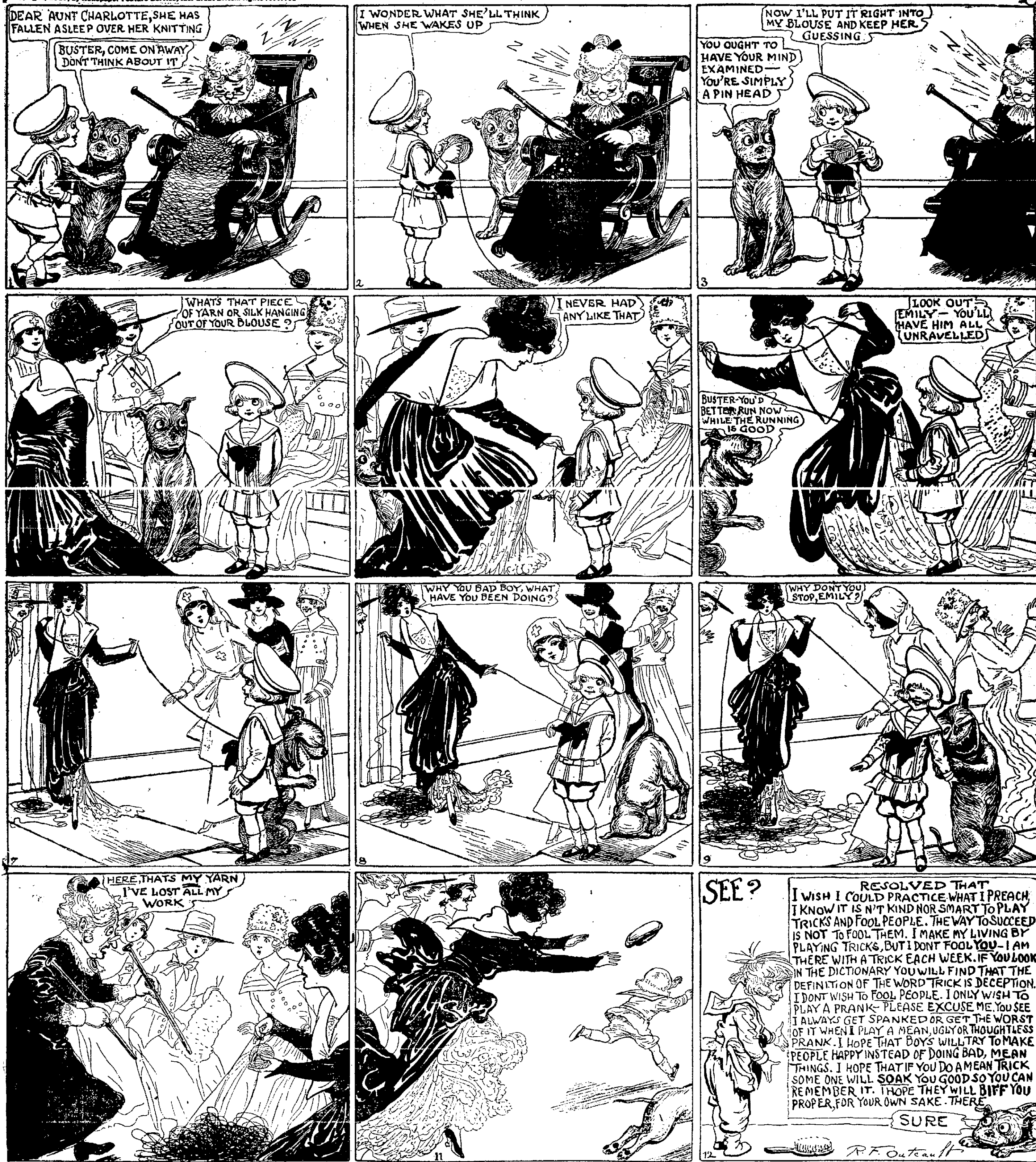
MARRIED LIFE!—The Battle Cry of Freedom

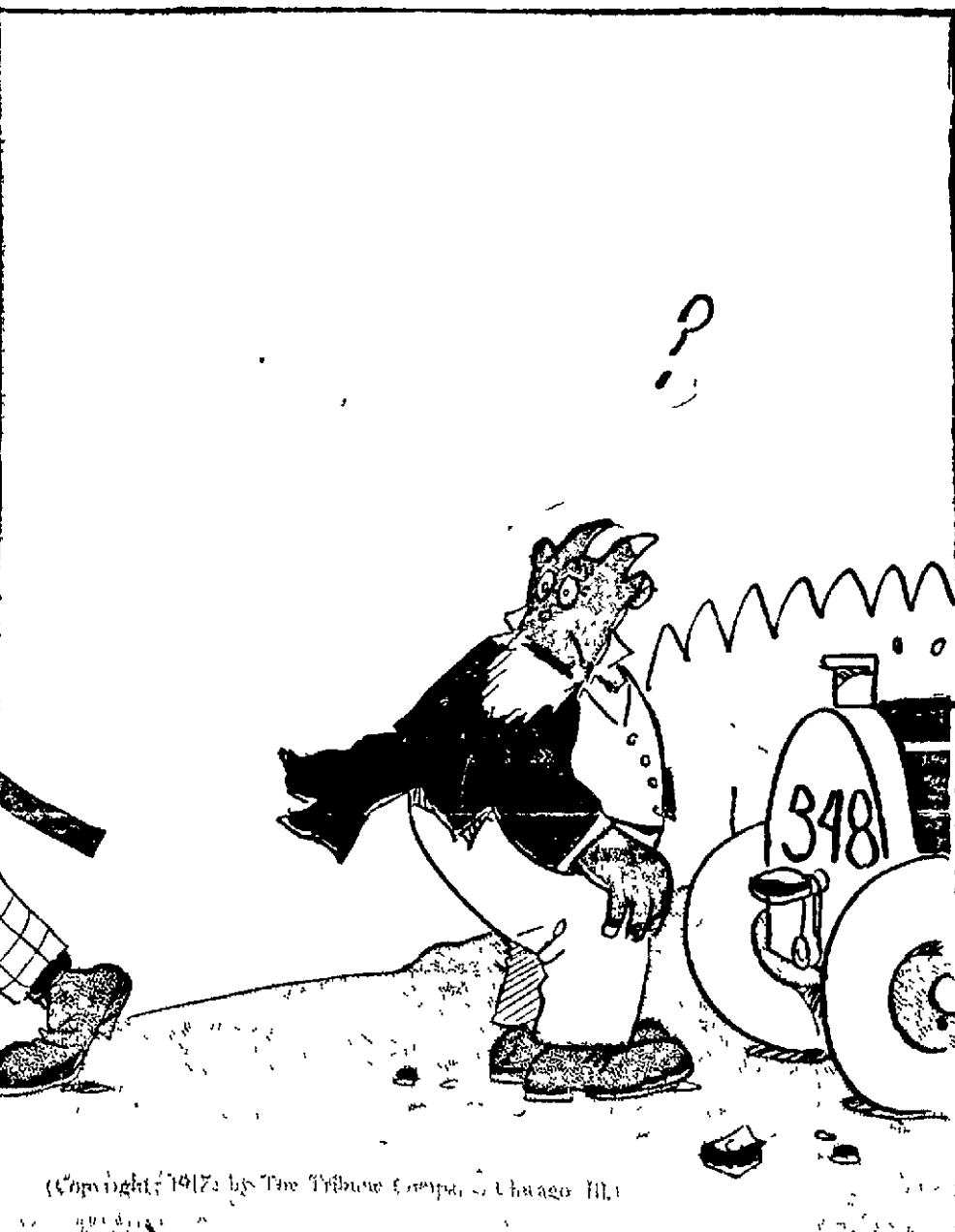
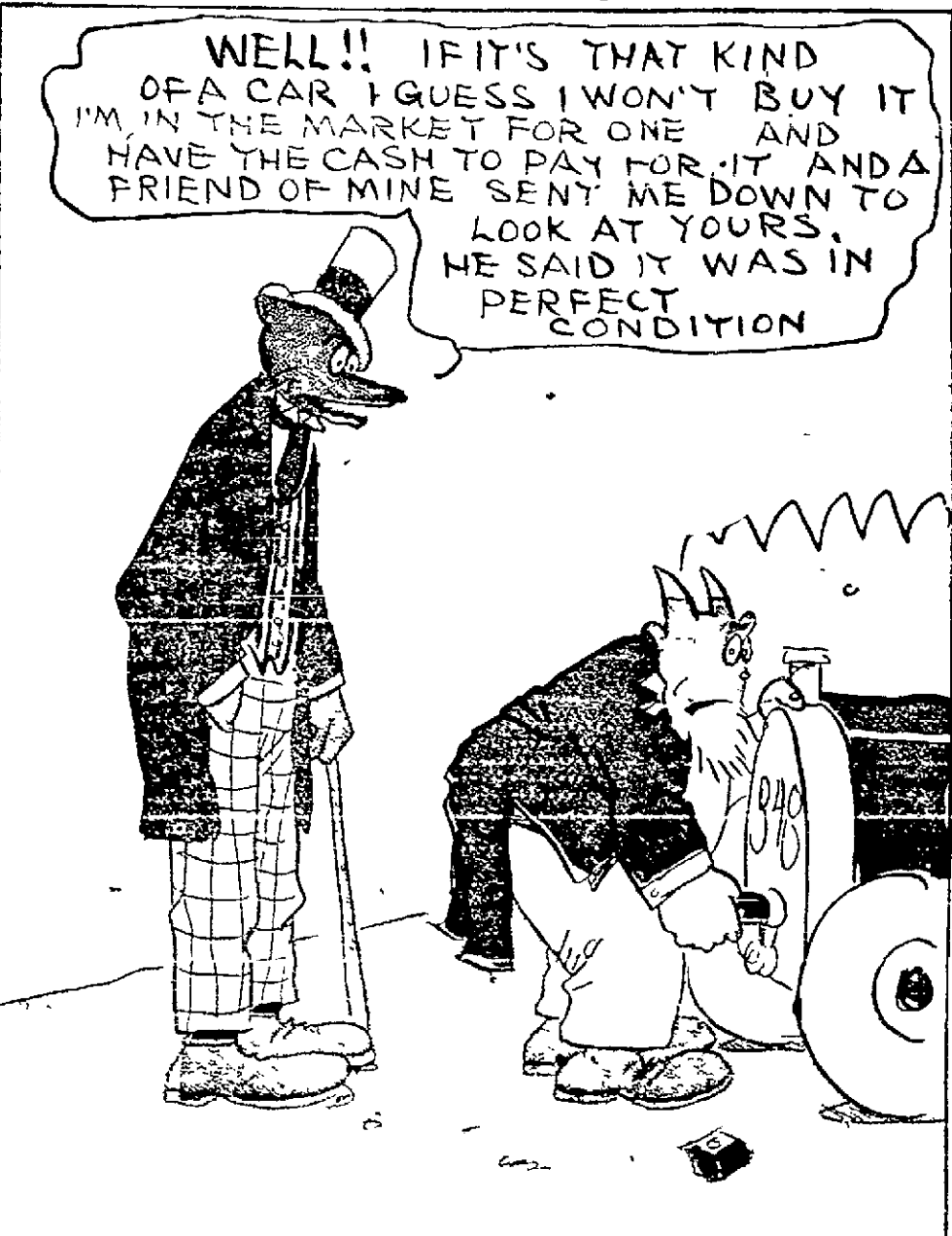
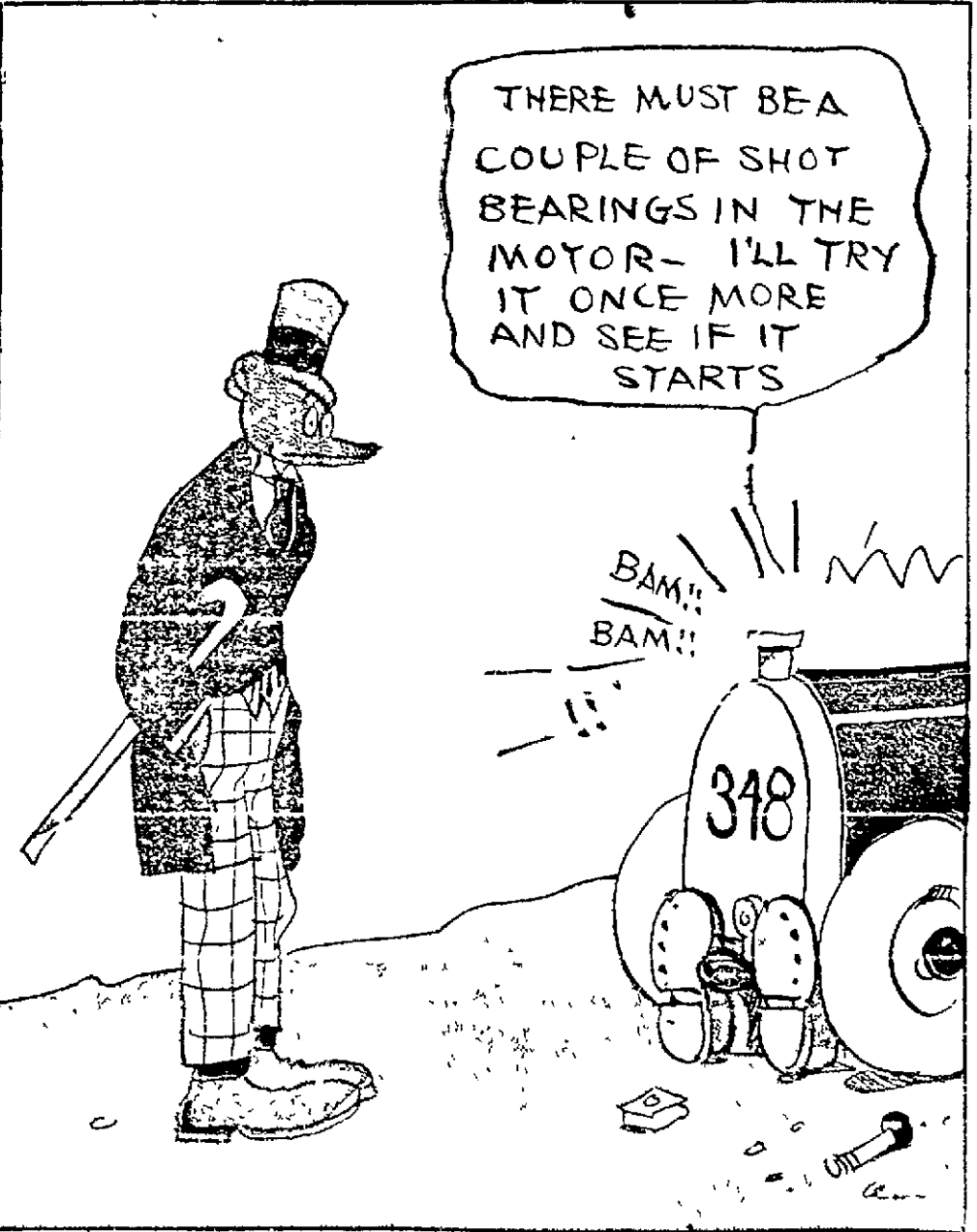
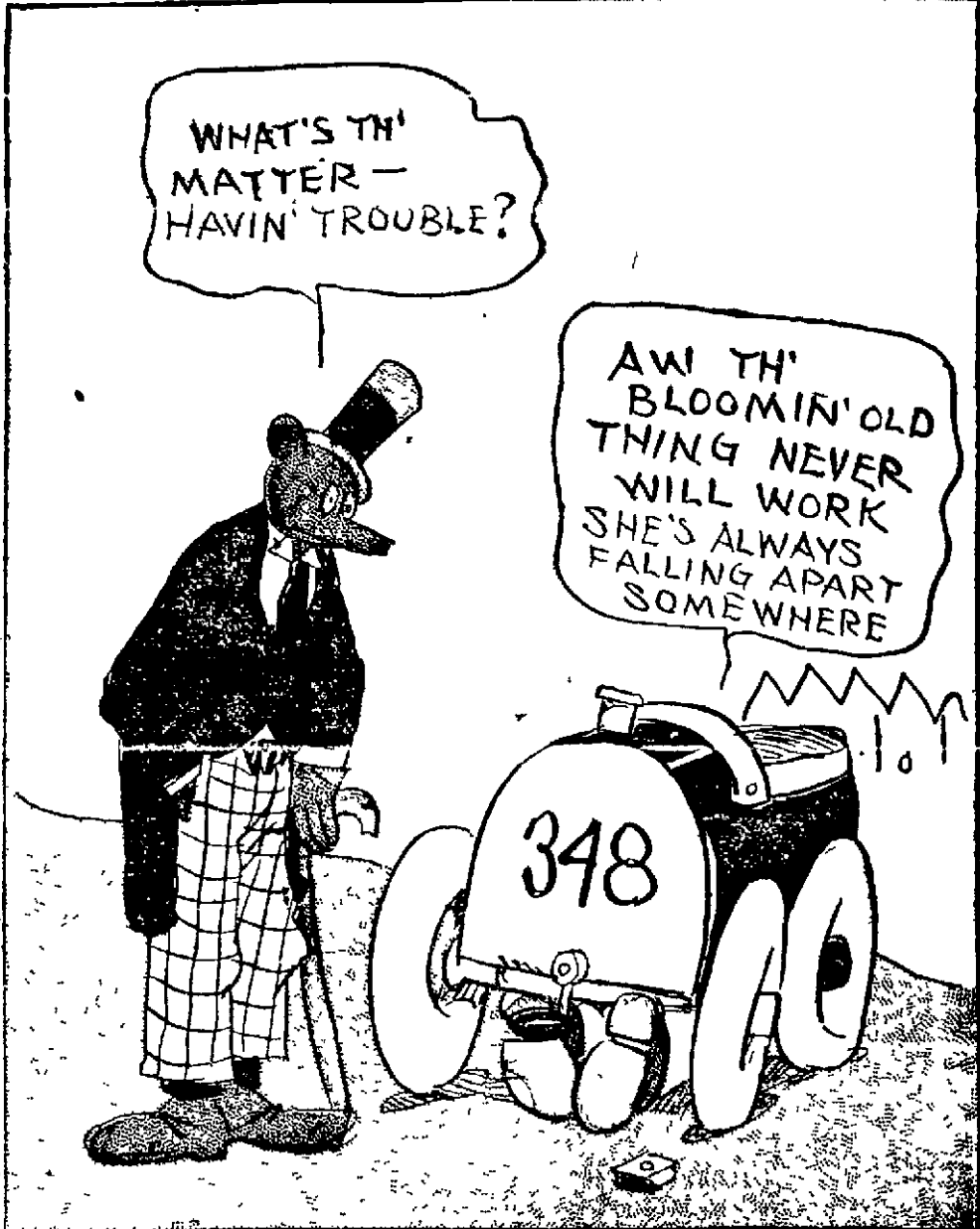
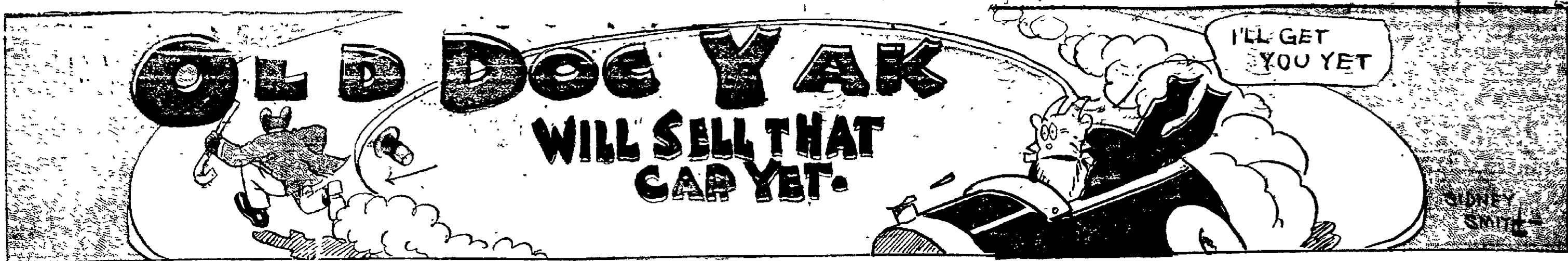




EVERN TIGE ENJOYED THE YARN.

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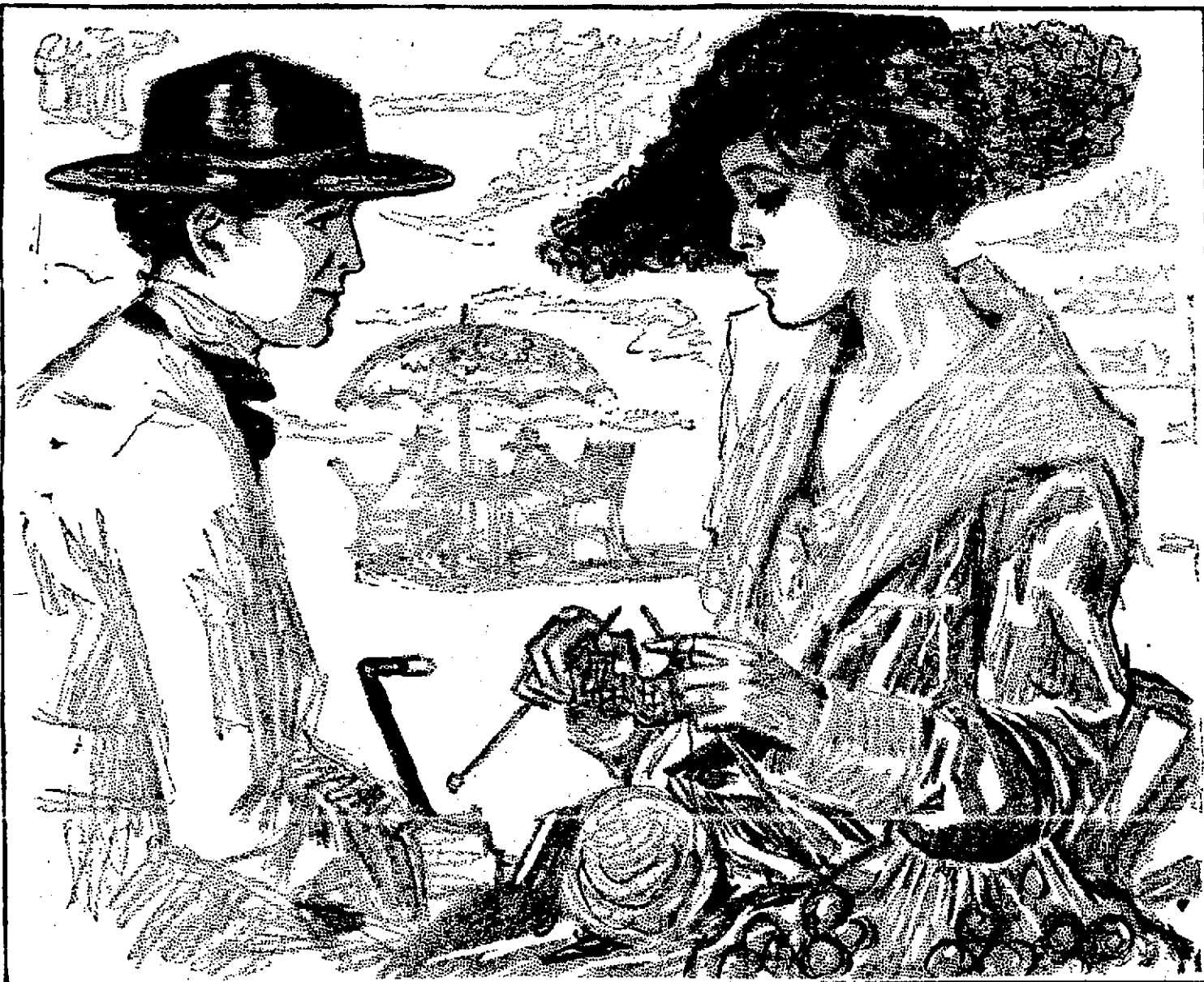


SOCIETY BY
SUZETTE

Oakland Tribune

A GREATER NEWSPAPER FOR GREATER OAKLAND

CLUBS, LODGES,
THE KNAVE



First girl: "I'm knitting a pair of socks for a soldier, my dear!"
Second girl: "And after you've practiced on the soldier's socks, I suppose you'll knit yourself a sweater?"

Movies

Knitters
here,
Knitters
there,
Knitters
everywhere

Sketches from
Life by Westerman



On her Knitting way -



Lessons from the champion -



Knitting in her sleep -



A bit of scandal without
dropping a stitch -



They went to swim and quit to knit -



Society



"WORK and play!"
These are the antitheses for that ache that's tugging at the hearts of the most of God's children the world over.

And never was such a wide-flung chance to work offered women everywhere.

In fact, the world is the field of service, that some of the older and more prosaic activities are slipping into desuetude. They are not so ex-

actly the new thing, without the exhilaration that comes of war service.

But look you at the band of women who guide and guard the Baby Hospital!

If they be voked to the noble souls who are knitting, or making bandages, or conserving food, or any of the thousand things that women are doing in this busy hour, there's one thing—

one star—standing out above all the rest—the Baby Hospital.

And for it they work, and they play, and they are bidding the public to work and to play, for what is Oakland's noblest philanthropy?

Of course, the dates are down in your book—October 4, 5 and 6.

And the place—the Auditorium.

And such a wonder place as the great playhouse of the people will be—a bit of every part of Europe set down for our pondering.

And smart girls and women in costume, doing their bit to line the limp treasure chest for the coming year—the one and only time that these devoted women come before the people, whom they are serving in the noblest form of service—the conserving of the little ones of the community.

So, it is decreed that the center of the big play place shall be transfigured into an Italian garden. Here shall ambrosia be dispensed, with Mrs. Edward W. Eng's chateleine—ambrosia including such assuaging things as ice cream, tea, coffee and other uncompromising Americanisms. But it will be picturesque and diverting, and all that.

Besides lyric Italy, there will be snatches of sunny Japan, of struggling Russia, and Portugal, and of course, la Belle France; and doughty England and brave Belgium—twenty interesting sites from overseas that are part of everyday's war consciousness.

Not that they shall indicate, nor even suggest, war—no, indeed—except war upon indifference to the welfare of the Baby Hospital.

The foreign settings are for beauty, life, a breaking-away from the commonplace, all of which is a service in itself.

The mosque of Petrograd, for instance, will rise up, where many a czar prayed for a whole skin in the century gone. Westminster Abbey will be set down for our reveries. An East Indian village will shelter the White Elephant group of women, who will take from your soul the thing that burdens it, and sell it to some soul hungering for it—one of many weird phases of feminine psychology.

But it pays—therefore it's good financing.

And thus it goes, from one interesting thing to another, culminating in the big ball on Saturday, when a merry night will bring the fête to a rosy climax, and a full treasury.

The following committees are shaping the big adventure—the dates, October 4, 5 and 6, the place the Auditorium.

Committee of Arrangements—Mrs. Samuel M. Marks, president, and the Board of Managers, consisting of the Mesdames Edward W. Eng, Paul, Erick Magee, Walter A. Shockley, Clifton Macdon, E. Clarence Holmes, William Knowles, W. B. Seabury, Bruce Cornwall, A. D. King, Charles R. Lloyd, Edwin W. Stebbins, William Angus, M. A. Anderson, W. W. Briggs, Maurice Ballin, Almerie Coxhead, George Dillman, John K. Lyon, A. H. Markwart, Frank K. Mott, T. A. Rickard, Harry Wells, Charles B. Wingate and the Mesdames Jessica Pelkott, Mabel Weed, Marion Ransom, Adelaide Smith, Edith Dunning and Bertha Wright.

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Decoration—Mrs. Arthur Dale King, chairman.

Entertainment—Mrs. T. Arthur Rickard, chairman.

Refreshments—Mrs. Edward W. Eng, chairman.

Booths and Branches—Mrs. Charles R. Lloyd, chairman.

Incidentally, should you behold a solitary member above quoted hurrying along in a deep brown study, or a group in warm linguistic combat, it is all about the Baby Hospital, so pass on.

FOR NOVELIST

In the blessed sunshine of a California day, Mrs. Raymond Arthur Perry is today gathering together on her broad lawn, encircled with sweet-smelling blossoms, a host of interesting people—people who do

things that help to glorify life—with Herman Whittaker, novelist the special guest of honor.

Mr. Whittaker, whose habitat in the Piedmont hills, adds one more leaf to the wreath of laurels that Oakland adores wearing "in company," leaves for France tomorrow, making stops in Chicago, Washington, and quite naturally in New York. From each place he will probably bear off commissions. As a matter of fact, he already has something very

valuable to him.

But look you at the band of women who guide and guard the Baby Hospital!

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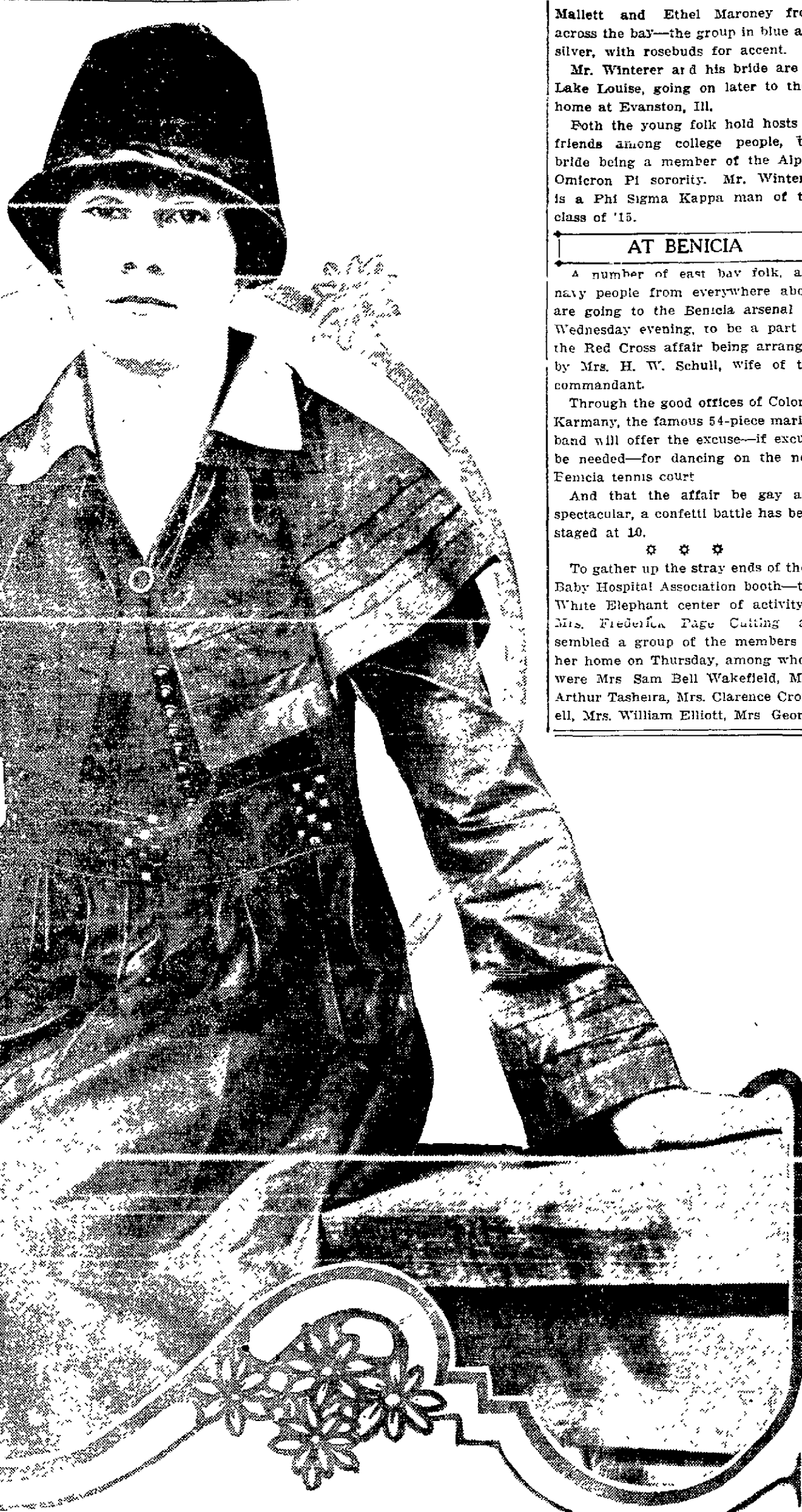
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One of the pretty bridesmaids at the wedding of Miss Marion Bachman and Horace Kenneth Winterer Tuesday evening was dainty MISS ENID WILSON, a debutante of east-bay society. Miss Wilson was one of a trio, including MISS HOLLY MALETT and MISS ETHEL MORONEY. The wedding was a social event in St. Clement's Chapel, Claremont.

near a dozen in his inside pocket—a very neat little start for a war correspondent.

Mrs. Whittaker is not going with her husband into the thick of things, her task is to keep the lamp burning in the bungalow on the Oakland hilltop.

Mrs. Perry received her guests done, the tea porch the center of things and from there the most radiated off to the lure of the trees.

Among the guests who called to bid bon voyage to the Oakland novelist and erstwhile war correspondent were Mrs. Dell Munzer—the distinguished author of "The Wind Before the Dawn," now a neighbor of Mrs. Perry's in Claremont—Mr. and Mrs. Peckham Nahl, Charles Doherty of San Francisco, Mr. and Mrs. Arthur Pickenscher, Mr. and Mrs. Joseph Russell Knowland, Mr. and Mrs. Lowell Redfield, Guest Wicksom, Charles Keeler, Mrs. Anne Brumby and Mrs. Charles Camm, Mrs. Goodsell and Miss Virginia Goodsell of Los Angeles, Mr. and Mrs. Gordon Garden, Dr. and Mrs. F. J. Poyer Dr. and Mrs. G. H. Reddinger, Dr. and Mrs. A. S. Larkins, Professor William Dallam Ames, Mr. and Mrs. Charles Woodbury, Mrs. E. Suerdt Welberg, Clarence Urm, Miss Alice H. Chittenden, Mrs. Patricia Price, Mrs. Wallace Wheeler Briggs, Mr. and Mrs. Charles Leonard Smith, Dr. William S. Porter and a host of others.

The wedding is scheduled for the 22nd—next Saturday.

Already the wedding guests are arriving and the girls, who from all over the country, both families have gathered in both a grand and a gay.

The Ghat reds families on both sides of the bay are related to Mrs. Jorgensen, who incidentally, is a successful artist's wife, a tall more difficult to fill than seems on the surface.

Not a day classes to come interesting group of wide-awake girls and patrons are used into a group for service.

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made up of the Mesdames Vance McClymonds, H. P. Bell, J. H. Sudan, Paul Phelan, Kenneth Abells, and the Mesdames Clare Chase, Pauline Finnell, Marjorie Porter, and Mary Downing—the latter in charge of all the Red Cross donors on the campus.

The house will be graced with a wealth of dahlias with tea and afternoon.

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The house will be graced with a wealth of dahlias with tea and afternoon.

Miss Cora Smith, Mrs. Field, Miss Margaret Holmes, Mrs. J. R. K. Nuttall, Miss Ethel McAllister.

Over the telephone to hosts of friends came the news of a small son's arrival during the week in the household of Mr. and Mrs. Elmer D. Woodward ("Peggy" Menihan). The young man bears the name of Robert Dinwiddie Woodward.

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Mallett and Ethel Maroney from across the bay—the group in blue and silver, with rosebuds for accent.

Mr. Winterer and his bride are at Lake Louise, going on later to their home at Evanston, Ill.

Both the young folk hold hosts of friends among college people, the bride being a member of the Alpha Omicron Pi sorority. Mr. Winterer is a Phi Sigma Kappa man of the class of '15.

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return from Saratoga where a small colony of Oakland people spent the summer.

On Friday all roads led to the Sequoyah County Club, the golfers, the bridge players, and the knitters, all having their innings after luncheon on the veranda, a place of joy these rare September days.

Among the members who enjoyed the latest "ladies' day" were:

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SOCIETY

California hills—farewell for some little time, Mrs. H. Spens Black was hostess on Friday at luncheon at her home.

Since the determination of the Requa family to spend the winter in Washington, not a week has passed but that several snug little parties have been given in honor of some member of the household.

On Tuesday, Miss Annie Miller was hostess at luncheon at the Town and Country Club, with Mrs. Requa the honoree.

And on Friday, Miss Alice Requa was the honored guest at luncheon at the Palace Hotel, Miss Marion Ruth Becker the hostess—the last affair, of course, at which adieux were said.

THE MODES

From Washington we are admonished to dress simply.

As a matter of cold fact, questionnaires are being sent throughout the nation by groups of women—i. e., A. R.'s among them—urging the women of U. S. A. to right about face, and pledge themselves to simplicity in dress.

And right out from New York come the most alluring details of smart clothes, never more disconcerting—velvets elaborated with furs—and, whisper it, bustles. Wee ones, to be sure, but bustles in the fullness of their personalities, worn with a certain chic effect.

And round about us, in the shop on this side and over the bay, window-shopping and inspection of the French rooms is demoralizing to any D. A. R. pledge.

And another shock! Small, trig waists are coming in, just as sure as the coming of Christmas. Little waists and narrow shoulders.

Can't you see the new silhouette?—the figure that was the vogue in 1890? To be sure, you cannot remember. But you may consult the illustrations of that remote day, and satisfy yourself.

At the opening a few days ago, a few definite revelations were established as to cut and texture, namely:

The suits are nearly all of velvet and are heavily trimmed with fur. The skirts are narrow, but not tight; the coats three-quarter length, with fur borders, some of them two feet wide, fur cuffs and very wide fur collars. Flying squirrel is a favorite fur and beaver, sealskin and gray squirrel is also used.

Frocks of velvet are simply made but with the bustle effect obtained by dextrous draping.

Does that sound like sackcloth?

BELGIAN CHILDREN

On Tuesday, Mrs. Walter Starr will open her home for the benefit of Belgian children, Mrs. Vernon Kellogg relating tales from her amazing experiences while serving with her husband in the war-torn lands.

Both the cause and the absorbing interest in Mrs. Kellogg will naturally bring a good response to Mrs. Starr's invitation.

Mrs. William Miller Graham and Miss Geraldine Graham are soon to go on to New York, where the young daughter will re-enter Miss Spence's school.

Mrs. Graham has been one of the moving spirits at Santa Barbara this summer, where so many Oakland people spent their summer outings.

STRAIGHTENED OUT

For weeks the Navy League throughout the country has not been sure of itself.

Secretary Daniels wasn't crazy about it, and there was a deal of confusion between what the league wanted to do, and what the arbiters said it could do.

And now it is all settled, and future seems serene.

The Navy League shall report to the Red Cross. It shall be called the Naval Auxiliary of the Red Cross, with the very distinguished Mrs. E. T. Stotesbury of Philadelphia as chairman. Now a committee of nationally known women will be named to aid her.

Here is the plan as outlined, which will, of course, ultimately reach the recently reorganized Alameda County Branch of the Women's Section of the League, Mrs. Lee Richmond Smith, the regent.

The plan is to have the Red Cross take over and co-ordinate all the navy relief activities such as now are

MRS. HORACE KENNETH WINTERER, a bride of this week, who, before her marriage, was Miss Marion Bachman of Berkeley. Mrs. Winterer's future home is to be in Evanston, one of the exclusive suburbs of Chicago.



Photo by L. L. Photo.

conducted by the Navy League and various other organizations. The local auxiliaries will affiliate with and be responsible to existing Red Cross chapters and the chapters in turn will furnish literature and equipment, aid in obtaining raw materials for supplies and arrange for shipment of completed work.

Secretary Daniels recently suggested that the Red Cross take this step in a letter to Henry P. Davidson, chairman of the war board, pointing out that President Wilson has said the Red Cross was "broad enough to embrace all efforts for the relief of our soldiers and sailors" and that a multiplicity of relief agencies tended to confusion, duplication, delay and waste.

Mr. Davidson promptly replied that the entire facilities of the Red Cross were at the disposal of both army and navy.

Hence the new scheme. Since the Red Cross will henceforth furnish "equipment and raw materials" one of the problems of the Navy League auxiliaries will be happily solved.

FOR ST. PAUL'S

To grace the grounds of St. Paul's, the younger element of the church is giving an interesting evening, wherein two hundred members of the Boys' Club and St. Mary's Guild will put on tableaux of particular artistic interest, with a dance to follow—September 21.

And the affair will be under the guidance of clever Hortense Williams, who has a record of interesting performances behind her. Some of the younger girls to take part are Miss Alison Stone, Miss Ruth Collins, Miss Elizabeth Clay, Miss Carola Hubbard, Miss Mary Elizabeth Easton, Miss Gertrude Bosworth, Miss Elizabeth Moore, Miss Elizabeth Allen, Miss Laura Lindsey Miller, Miss Dorothy Taft, Miss Eleanor Fitzgerald, Miss Dorothy Desmond, Miss Flora Edwards, Miss Beatrice Drege, Miss Gladys Drege and others.

Mrs. Hortense Williams has named her tableaux, "The Land of Nod," "At the Bull Fight," "Miss Mary," "Angel Child," "Road to Yesterday," "She was a Maid of Japan," "Rip Van Winkle," "Jean d'Arc," "Polly at the Circus," "Dances in the Wood," "Girl I Left Behind Me," "Pandora," "Titania and the Fairy Ring," "Seek-

ers After Pleasure," "Seekers After Truth," and the finale, a patriotic tableau, "Girl of Democracy."

Miss Bobbie Reynolds and Master Buzze Reynolds, both having chosen the same day for their advent into the world, celebrated their birthdays yesterday at their home in Jackson street, about twenty boys and girls being bidden to the party.

One of the interesting military weddings of the week was that of Lieutenant Bruck and Dorothy Palmer. The bride is the daughter of Colonel Guy Palmer, U. S. A., and Mrs. Palmer, of Rockford, Ill. The wedding took place in St. Paul's Episcopal church, Rev. Alexander Allen reading the service. It was strictly a military affair, with 100 guests witnessing the ceremony. The military aspect was further carried out in the service uniforms of the bridegroom and men of the bridal party.

The bride, who is a niece of Joseph E. Calne, who gave her into the keeping of the groom, is one of the popular members of the Kappa Kappa Gamma sorority of the University of California. Last year Mrs. Bruck was one of the solo dancers at the Parthenon.

Lieutenant Bruck, who is also a graduate of the University of California, a prominent member of the Psi Epsilon fraternity and a member of the Skull and Keys honor society, is the son of Mrs. F. G. Barrows of Los Angeles.

The bride and groom sailed Wednesday in the Great Northern to Tacoma en route to Camp Lewis.

Miss Mary Child of Kansas, who

Women's Clubdom

The semi-annual business meeting of the Claremont Club will take place in the clubhouse in Hillcrest road on Tuesday evening, when plans for the year's pleasures will be discussed. The following committee chairmen will direct the season's activities: Cards, Mrs. Henry W. Taylor; dancing, Mrs. George N. O'Brien; entertainment, Mrs. Walter Scott Gannon; supper, Mrs. R. M. Sims; decoration, Mrs. J. C. Somerset; drama, Reginald Travers, special committee, Roy T. Wolford; reception, Mrs. Fred Whitton; Red Cross, Mrs. Ernest A. Tanner.

Oakland Club will dance this week. The members are claiming the men in uniform as their particular guests of honor on Wednesday evening at the first of a series of delightfully informal evening affairs which will be a feature of the winter. The military hop is being eagerly anticipated and will assemble several scores of guests in the clubrooms in Fourteenth street. Mrs. H. L. Henion is chairman of the evening. She will be assisted by the following committee: Mrs. Murdock, Mrs. Fred Laufer, Mrs. A. L. Conger,

has been studying music in Berkeley, gave a farewell concert at the Hotel Shattuck prior to her departure. She is a niece of Mr. and Mrs. Charles E. Knox and cousin of Miss Janet Knox.

Darkness is no bar to outdoor sports at the Mount Diablo Park Club. Some of the members who are enthusiastic over the club's private lake have found swimming at night great sport, the glare of the autos swinging about the club road and the scenic boulevard on the mountain has proved light enough.

Never was there a larger crowd at the club than over the last weekend, though no special event had been planned.

Among the recent visitors to the club were Captain H. A. Mehrmann and Sergeant Paul A. Mehrmann of Fort Mason, accompanying Dr. and Mrs. H. B. Mehrmann, Miss Helen Alice Mehrmann and Mr. and Mrs. C. V. Keenan.

R. A. Cox of El Paso was the guest of Mr. and Mrs. L. O. Head, accompanied by Miss Helen Head.

Captain E. H. Pearce, U. S. A., was host to Mrs. A. D. Alexander of San Francisco, Miss Louise Whitelaw of San Rafael and Sherman Pruitt.

Another party comprised Mr. and Mrs. F. G. Wight, Mr. and Mrs. Charles G. Yale, Fred L. Wight and Gordon A. Wight.

Among the family parties at the club were Mr. and Mrs. A. J. Snyder and Faye and Jacqueline Snyder, Mr. and Mrs. Churchill Taylor and family; Mr. and Mrs. R. M. Sims and family, Mr. and Mrs. C. E. Swick and Miss Clyde Swick, Mr. and Mrs. H. M. Lee and Miss Barbara Lee; D. L. McKay and family; Mr. and Mrs. Ely C. Hutchinson and Miss Janet Hutchinson; Mr. and Mrs. Howard Bray and Miss Julia Frances Bray; Mr. and Mrs. P. C. Black and Miss Betty Black; Mr. and Mrs. W. J. Beil and Miss Mildred Beil, and Mrs. A. E. Bolton, Mrs. May W. Bolton and A. W. Bolton.

Dr. Joseph J. Pfister and Mrs. Pfister were host and hostess to Mr. and Mrs. H. H. Jackson, Captain and Mrs. H. W. Rhodes, James Pfister and Mrs. H. W. Rhodes.

Other recent visitors have included: Mr. and Mrs. Charles H. Bain, Dr. and Mrs. F. D. Johnson, Mr. and Mrs. C. R. Graham, Mr. and Mrs. H. B. Rector, Mr. and Mrs. Dudley Kinsell, Mr. and Mrs. S. Ponton de Arce, Mr. and Mrs. L. C. Marshutz, Mr. and Mrs. Walter Reed, Mr. and Mrs. Ben Dixon, Dr. and Mrs. H. K. Faber, Dr. and Mrs. Schloss, Mr. and Mrs. Robert B. Bain, Mr. and Mrs. J. R. Barnham, Mr. and Mrs. H. L. Cunningham, Mr. and Mrs. Walton N. Moore, Mr. and Mrs. L. A. Redman, Mr. and Mrs. Albert Burch, Mr. and Mrs. C. S. Woody, Mr. and Mrs. Augustus M. Johnson, Mr. and Mrs. A. Christensen, Mr. and Mrs. E. B. Thornning, Mr. and Mrs. A. Barber, Dr. and Mrs. J. C. Somerset, Mr. and Mrs. F. P. Foster, Mr. and Mrs. C. M. Wood, Mrs. Beach Soule, Mrs. O. S. Orrick, Mrs. W. H. Bere, Mrs. Thomas G. Carson, Mrs. Q. B. Leithead, Mrs. Mary Bates, Mrs. Hildebury Jones, Miss Laura K. Milton, Miss Edith L. Houston, Miss Julia Albright, Miss Jane E. Foster, Miss Isabelle Hupp, Miss Mary A. Norse, Miss Anita Dillebrecht, Miss Queena Leithead, Barbour Lathrop, T. O.

MRS. EMERSON McMILLAN BUTTERWORTH, whose wedding was an event of Thursday, September 6, at high noon in the Unitarian Church in Berkeley. Mrs. Butterworth was Miss Mary Stillman of Berkeley and a popular member of the Kappa Alpha Theta sorority at college. She is a graduate of the University of California.

—Photo by Habenicht.



Edwards, Watson Bray, Albright Fray, William McDonald, Donald Macdonald, Charles Withholm, D'Armand Soule, F. W. Eaton, Chester Fentriss, M. C. Hunt.

ENGAGEMENT

The engagement of Miss Neville Stevenson, daughter of Mr. and Mrs. Andrew V. Stevenson of Oakland, to Henry Raymond Angwin, is an announcement of the week. The bride-elect has just completed a course in Red Cross work at the University of California, and during the summer months assisted in making hospital supplies. Her fiancé is a son of Mr. and Mrs. J. A. Angwin of Oakland and a graduate of the University of California. The wedding will take place during the first week in October.

Problem of Budget Is Attacked

Making ends meet is no joke. Its perplexity to the business woman or the woman in her home, whose income falls short of what clothes and rent and food and pleasures demand, comes far short of the comic line. Experts have ways of making figures convince.

And that is why a course in budget-making is being organized at the Young Woman's Christian Association. It is going to be fun to make the dollar of necessity cover the dollar in the purse. In fact, any girl on any weekly stipend is going to find that she can live healthily and happily and comfortably with a little judicious system after she "knows how."

If a girl has any secrets which necessity has invented for her she is going to pass it on to her sister worker and is going to be called on for ingenious methods of making a penny do the part of five.

But, best of all, this course is designed to be practical for girls living and spending and earning in Oakland. Exhibits and debates with a budget schedule for each member will make the sessions of the section merry ones, despite the underlying tragedy of the subject. Among the various phases which will be considered are dress, housing, living arrangements, presents, parties and recreation.

The women's organizations of the United States are the strongest and largest of any country in the world. Seven million organized women have pledged themselves to the government in war service work since the declaration of hostilities, representing something more than 140 national organizations. Of this number 125,000 are in California.

The women of America are on trial. They have been working along individual lines with particular ends in view. For the first time they have attempted to come together on a common ground for a common purpose. The successful working out of the tremendous problem will have justified all the efforts which the women's organizations have made in the past.

Union Square

City of Paris

Geary at Stockton

Douglas 4500

SAN FRANCISCO
(On the Geary Street Line)

Douglas 4500

Announcing Our Premier Fall Showings Monday and Thereafter

Paris, prodigal of her art, has launched a myriad original modes which our designers have readapted to brilliantly become American womanhood.

OUR DISPLAYS ARE NOTABLE FOR THEIR DISTINCTION AND VARIETY.

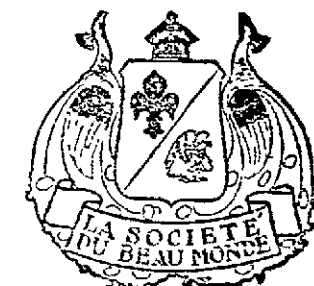
Introducing

The Doeuillet Collection

Comprising direct replicas of Gowns, Suits and Coats originated by

G. DOEUILLET, of Paris, premier of the Fashion World.

and for which we are exclusive representatives in San Francisco.



Posings by Living Models

In conjunction with other modes of the moment from the leading couturiers of Paris and the noted designers of the East.

All personally selected and individually adapted by our Fashion experts to meet the particular needs of our own discriminating patrons.

FROCKS SUITS COATS MILLINERY BLOUSES
FURS LINGERIE CORSETS

the Accessories of the Costume

MELLE ANNETTE

Announces to the Ladies of Oakland the Opening of Her Sanitary Beauty Shop 40 Grand Ave.

In the New Broadway Apartment Bldg Proficient Operators in all Branches of Beauty Culture Phone Oakland 547 for Appointment

Making of Americans Is Task Taken by Club In Oakland

Edna B. Kinard.

THE making of Americans is as good an industry as any other. Particularly in these war times demanding the greatest loyalty, the deepest patriotism, the bravest love are Americans needed. Within our gates is a great horde of men and women and children who have called other lands their own and other governments their country. The transforming these foreigners into Americans is the proudest task which we have before us.

The vision which the founders of the Sons and Daughters of Washington have glimpsed may not be an unattainable ideal. It may even be the shortest cut to the end of the foreigner who after all is the best business efficiency. The organization was conceived here in Oakland from out of the public school classes. Its birth dates prior to the war. Six months has it been tested. Twenty-five nations are represented in the membership with the cosmopolitan population of the University of California. In Chabot hall, professors from the faculty of the University of California, men high in the professions and in the business world give up an hour or so to lectures which shall shape the minds of those to whom the English tongue does not come naturally. It is proposed that the organization shall open the door of opportunity to the new comers, shall create an American citizen, strong, and true and self-reliant who shall know his neighbor and his neighbor's needs. The unification of America is the design.

But the beginnings have grown into big things. While organizations and various bodies of men and women have been talking much and preaching the gospel of making American the un-American or the non-American, this little group of foreigners have associated themselves into an intense and simple club known as the Sons and Daughters of Washington, upon whose framework without a doubt the best of the local effort will be built.

It is from this patriotic club of men and women not born American that an invitation has gone forth to the local American bodies to assist them in the program which they have dreamed. Perhaps it was the Municipal Auditorium which has suggested it, with its small halls and larger assembly rooms. There seems no reason why the plan should not be carried out nor why in its unraveling Oakland should not show the rest of the country the best methods in the big business of making Americans. The plan is this. That small classes be organized among the foreign-speaking people in those subjects in which they are most deeply interested. A brief while will be given to the informal lectures in the committee rooms before everyone be brought together either for community singing or for a "family" dance. Being Sons and Daughters of Washington gives entrance into the large family circle, which becomes guarantee and protection. Everybody must be sane and happy when he sings, and there is no doubt but that dancing has its place in the newest phases of social service, despite the heretofore thunderings against the so-called evil. The leaders in the Americanization effort have determined to meet each man and woman on her own ground. The first center will be perfected in Oakland before another is started elsewhere.

Already the plan of affiliating with them has been placed before Oakland unit, Council of National and State Defense, with a committee appointed to go minutely into the entire scheme. Other organizations are being asked for active co-operation. This will probably demand representation on a large general committee which will have direction of the future work.

The Hoover luncheon with Herbert A. Cable, chairman of the woman's committee, State Council of Defense, and president of California Federation of Women's Clubs, together with Dr. Agnes Fay Morgan of the University of California, as the guests of honor, will give the interest to the Twentieth Century Club on Tuesday. Both Mrs. Cable and Dr. Morgan will be heard in addresses during the afternoon. The calorie buffet luncheon is the unique entertainment which will vary the conventional club function.

It is being arranged by Mrs. Stephen Kieffer, Mrs. James M. Hunt, Mrs. James McV. Mills, Mrs. Nellie C. Robinson, Mrs. C. H. Snyder, Mrs. Max Thelen and Miss June Schless.

Within the club there has been instituted a movement which will culminate in each member owning at least one share in the Twentieth Century Club Home Association. The price of the stock has been put at an exceedingly low figure. There was an important meeting of stockholders on Tuesday last.

The story of "The California Hundred" of the Civil War will be retold on Tuesday before the last meeting of the season of the California history and landmarks section of Bell, Mrs. C. C. Crane will come up from San Jose to present the interesting tale which is having a present popularity in the State. Connecting the two great wars will be the letters which have come from an officer of the American expeditionary force in France which will be read. The section, of which Mrs. J. E. Thane is curator, is opening its doors to all of Bell's members.

The program is taking the place of the regular reception of the club, which has been omitted this week.

Dr. Jessica Peixoto, member of the national advisory committee to protect the standard of labor, work and wages during the war, speaking at Ebelle, said:

"If each woman would undertake preparation of food, etc., will be given."

buy no new elegant trifles for a

while and would come to a realization that it is not necessary to renew war-torn every three months, there would be released for necessities skilled workers who could easily find a place in the gigantic economic plan. For a while they would be too proud to do the thing that they might do, but the world would be more comfortable.

"We need a sporting economy," declared Dr. Peixoto. "The one-sided sort of merely doing without is foolish, but the sort which asks itself whether a purchase is really useful is sane. It were a sin to ask a New England woman to save. I would have no one give up or go without what they needed, but I would have everyone decide definitely what the real needs are without an ostentation of display or habits and that the income saved from superfluities be directed to home charities."

"Maybe it does need courage to wear a dress three years old, but if it is a good dress, by wearing it we may free ourselves from the tyranny of the purchasing agent which is in us."

And then comes Mrs. Joseph Damar of Georgia, a representative of the woman's committee, Council of National Defense, and says:

"Do not put yourselves into khaki to the exclusion of more usual feminine things under the mistaken impression that you are thereby serving the nation. So many women write to the woman's committee asking 'what to do.' There is one definite thing they ought to do: Buy present styles already made up. Do not refuse to buy a gown on the ground that there is too much material in it. That may sound well in theory, but practically it is wrong."

"Do not demand a simpler style because you are ashamed to look 'dressed' during war time. Let the unenlightened find fault with you. They will join the enlightened themselves, sometime, perhaps, when they learn that the Commercial Economy Board recommended this practice. They recommended it on the ground that not only styles of garments now being sold have already been made up, but also those to be sold this fall. To refuse to wear these garments would therefore not only turn back the too-full or too-intricate frock before you, but would also necessitate making others to take its place."

"Think what that means: Men designing, cutting, selling, men in the textile mills, men in the dye works, men in the transportation lines. Men released from frumpier mean men released for ammunition, for shipbuilding, for steelmaking, men released for war."

"Again, do not rush away from frumpier to khaki. You will be competing with the government in khaki dye and other necessary materials. Moreover, do not rush to any uniform."

The first meeting of the season given by the Home Club is making an excuse to devote the latter hour to a Red Cross bazaar. Not only the members of the charming organization, wherein the home and all the things pertaining thereto receives emphasis, but their friends as well are asked to share in the pleasure and service of Thursday afternoon. Dr. Karen Kalkhoff, an interesting Russian woman, will be the speaker, having been invited to tell the Oakland women of the land of her birth, her people and their customs.

The wool fund is growing and will be comfortably added to this week. To provide for the purchase of wool for those who are eager to give their service to the making of knitted garments, the fund is being raised. The fund is being raised by the sale of wool. The fund is being raised by the sale of wool. The fund is being raised by the sale of wool.

Beginning of Wednesday there will be given in the Webster street building of the Young Woman's Christian Association a course of twelve lessons in the history of the United States. The course will be given by Dr. H. H. Thelen, who has been invited to give a postgraduate degree in history from the Milwaukee branch of the Chicago Lyceum in Hospital, will direct the work. Demonstrations in bathing, preparation of food, etc., will be given.

Dr. Jessica Peixoto, member of the national advisory committee to protect the standard of labor, work and wages during the war, speaking at Ebelle, said:

"If each woman would undertake preparation of food, etc., will be given."

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Dr. R. H. Gerard, of Crawfordsville, Indiana, has just been elected president of the National Fraternal Congress of America, an organization composed of nearly a hundred of the leading fraternal benevolent orders of the United States and Canada and representing 10,000,000 members. He has been the head of the Tribe of Ben-Hur since 1910 and is one of the charter members of this society. He is a son of its founder, the late Dr. W. Gerard, and was a neighbor and personal friend of General Lew Wallace, author of the book Ben-Hur upon which the order was founded in 1894.

Dr. Gerard has been a national figure in fraternal activity for several years. He was elected to the executive committee of the National Fraternal Congress of America at Niagara Falls in 1914 and re-elected each year since. He was the organization in 1911 and a year ago, when the congress met in Cleveland he was the chairman of the delegates for vice-president.

Dr. Gerard has successfully guided the Tribe of Ben-Hur through the period of readjustment.

Dr. Gerard graduated from Wabash College in 1895 and from Indiana Medical College in 1899. He was married in 1901 to Mary Bruce Bryson, daughter of E. R. Bryson of Covington, Ky.

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DR. R. H. GERARD, recently elected president of the National Fraternal Congress.

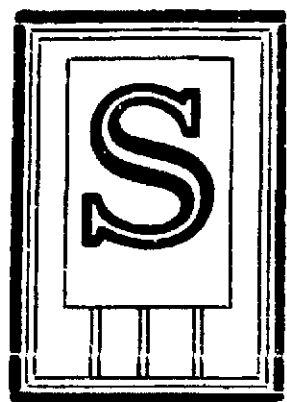
Cecilia Brown, Helen Beld and Isabelle Reed; Spanish dance, Gracie Reid; Hawaiian solo, Miss Brown; military song, George Brown; American dance, Patricia Calhoun; Estancia, Helen and Isabelle Reid; specialties, Conrad Fredericks; song, Miss Gray; song and chorus by the pupils of Mrs. Daisy Wright. Light refreshments were served and the evening closed with dancing. President Toby presided in his usual happy manner.

BERKELEY REBEKAHS FORM SOCIAL CLUB.

Berkeley Rebekah Lodge, No

ROLPH MAKES POLITICS MOTIVE FOR ENFORCEMENT OF THE LAW

FAULTY FORMATION AT HUNTER'S POINT IMPEDES DRY DOCK WORK



SAN FRANCISCO, Sept. 15.—It is considered by political wiseacres that the mayor's candidacy for the governorship has been announced. No subject has been more thoroughly discussed than that of his candidacy—whether he is or is not going to run—and the conclusion all along has been that he will run if the running looks good. But something less than the usual ambiguity characterized his letter to the Police Board, which first saw print last Saturday. One of the things he says is this: "A persistent effort has been made by enemies of my administration, with a political design, to create throughout the State the impression that the mayor and the police department are slack in their duty of suppressing violence." This could fit no other situation than a State candidacy. It would not disturb the mayor greatly that the State at large was taking unfavorable account of his action if his ambition was not to go higher. He has San Francisco all right; but his trepidation as to how his action may be considered by the voters outside San Francisco must be solicitude excited by an intent to appeal to them. He has been appealing to labor here for two years. His appeal at large has evidently just begun. And he does not want the State of California to get in a way of thinking that he is weak on riots. Other news regarding gubernatorial possibilities was the orating of "Jack" Neylan on Labor Day, and the glad-handing of State Controller Chambers on Admission Day. They made as much political hay as was possible while the sun was shining on these two occasions. It is perfectly well known that the former Governor and the present Governor are not in hearty accord. Neylan is the spokesman for the former Governor, and represents the radical wing. Himself, Chambers, Richardson, Hayes and one or two others are having themselves rubbed down in preparation for emergencies that may arise in the event that a dark horse is sought. The car strike disorders here are looked upon as having materially lessened the Rolph chances, and the Republican possibilities are thus being narrowed. There is not an ideal prospect of the straight Republicans and Progressive Republicans getting together on more amicable terms. Progressive Republicans are not going far out of their way to conciliate regulars, which throws an additional element of doubt as to what is to happen.

Recent Political History

It has always been a mystery why the Johnson cabinet broke up so soon after the reins were turned over to Governor Stephens and the Senator went to Washington. To all appearances calculation had not been made that vital changes would take place. So far as the public understood, Neylan was to continue his favorite role as the "watchdog of the treasury," and Al McCabe was to continue to sit on the safety valve; but very soon McCabe retired from the administration, and after a few months Neylan went also. There never has been as much discussion of McCabe's defection as of the sudden resignation of Neylan. He had held on so long, and had been so dominant in affairs at the State capitol, that it was generally concluded there must have been a sudden reason for his going. It now seems that former Sheriff Hamill of Los Angeles was the original storm center. The State allows not to exceed \$3 a day for expense of deputies in transporting prisoners. Hamill rendered his bill unitemized, but with the limit charged. Neylan as chairman of the Board of Control refused to pass them. Much controversy ensued. The Governor, in his effort to settle the trouble, proposed that the matter be left to Senator Chandler. It was so referred. Chandler decided for Neylan, which naturally did not tend to make that official self-deprecating. Then came the matter of Dickson's claim. Dickson had been a member of the State Election Board, but had just been appointed to the Board of Control. He presented a claim for salary for services as an election commissioner. Neylan contended that his services should have ceased, that the election commission had long finished its work, and there was another hitch. Dickson was the Governor's protégé, and the Governor, in his gentle way, sought again to straighten matters out. But Neylan had got into the attitude where he rather resented the Governor intruding in such matters, and the upshot was a strained situation, which did not yield to subsequent treatment, and he stepped down and out. Neylan's friends say he was looking for an excuse to sever relations with the Governor anyhow. There are persistent rumors that he has well-defined gubernatorial aspirations himself, and that his course in oratory, entered upon of late on numerous public occasions, is a comprehensive glad hand procedure with that end in view.

Some Who Aspire

There is beginning to be a considerable political stir apart from the strike. The strike was not brought on as a distinct political measure, but some of those who have irons in the fire tried to shape it that way, and all hoped it would turn out to their advantage. But very soon after it began, discerning ones saw they could not keep too far away to insure perfect safety. Nine supervisors go out and all seek re-election. Consequently after the first few days the Board referred all resolutions concerning the strike to a committee, permitting no discussion of the same; and the mayor gave a good imitation of a man thinking of something else. Of outsiders who are making the effort to break into the Municipal Board are Warren Shannon, "Joe" Corbett and James R. McSheehy. Shannon is the son

and successor of one of the best known printers of other days. He stands high as a Knight of Columbus, a Native Son, is himself a recognized glad hander. Corbett does not need placarding. If there is a baseball fan who does not know all about "Joe" he would be a curiosity. He is of course, a member of the famous family that has evolved such a quota of athletes and sportsmen. McSheehy is a contractor, in that respect offsetting McEran. He is also a Native Son and has all the affiliations that lend themselves to such a candidacy as he seeks.

Power Might Have Been the Goat

One of the city hall political savants not inimical to the mayor's interests was discussing the situation and expressed himself as to a missed opportunity. He was alluding to the recent scrap between the mayor and Supervisor Power, wherein the latter was defeated in his effort to be chosen as the mayor pro tem. during the mayor's contemplated absence. It was considered at the time a great political victory for the mayor. But the strike immediately followed, the mayor did not go away on his contemplated trip, but instead stayed to mix up with the trouble. It looked at first that political advantage might accrue to him, but soon there was great doubt about it, and now there is pretty near a certainty that the effect will be the other way. The comment of the political savant was as to what a fine political stroke it would have been if Power had been permitted to succeed. He would thus have been at the head of things while this riotous was on, while Mayor Rolph would have been off and away, somewhere in the East, and held responsible for nothing. He could have read of and studied the situation, and remained at a safe distance until the psychological moment for his return, when he might have come back on his job with a prestige, instead of being under a handicap as is now generally considered to be the case. Power might have been made the goat.

Business Hurt by Strike

The strike is not over yet, but discussion has begun as to the probable liability of the city for damages. It might have been expected that the company would claim damages, or at least threaten, but it could hardly be expected, at least by the strikers, who are still claiming that they will triumph, that the city's legal representative should be swift to explain how no grounds for damage exists. But the public is not as much concerned in this phase of the trouble as they are in getting the strike over with. The immediate present is the thing with the great majority, and the aftermath as to who shall pay the piper they are willing to trust to the future. For the strike has worked havoc with the retail trade. A month of curtailed business is more than many merchants and tradesmen can stand without serious injury. Not only has the service been curtailed in the withdrawal of many of the cars, but people are terrorized from riding on those that do run. Naturally they would be timid from the many accounts of violence that get published, but it has been one of the methods of the strikers to warn women against riding on cars that are under the ban. The strike has been particularly hard on the cafes, restaurants and places of amusement. The interruption of the night service affected them especially.

Sleuths at Work

At the City Hall there is some curiosity as what is behind the research of two accountants who for some ten days have been going through the record of expenditures of the City Attorney's office. There is an emergency allowance for this official. The emergencies for the most part are important cases in which the city is involved, such as the Spring Valley case, that involving pay for garbage incinerator plants that will not work, etc. Very large sums have been thus expended, but itemized statements are not customary and no question has been raised about them. There is a hot contest over the city attorneyship. The incumbent, George Lull, and Attorney Frank Hennessey have locked horns, and it is surmised this examination of records is a fishing expedition, with a hope of fetching up something that will make campaign stuff; or that it is the enterprise of somebody to find if there is anything worth while in the office aside from the salary, and how much. The city is blossoming out with the usual cloth signs announcing candidacies, and altogether there is a considerable commotion ament the election which, in less than two months, is to result in the choice of nine supervisors, six executive officials and two police judges.

Fickleness at Washington

Certainly our war authorities keep us guessing. The very latest is that there is now to be a bigger and better Camp Fremont than was originally planned, that construction is to be resumed, and that a major general is to be placed in command. This is good news, though belated, as our boys have been trailed off to rendezvous at Camp Green, North Carolina, and Camp Lewis in Washington. It may be that Camp Fremont is to be prepared for further contingencies; but it would have saved much travail and some expense if the project had been carried along straightforwardly. And it must not be concluded that it has yet been definitely settled as to what is to be done. In the absence of this exactness it is not safe to accept any deduction as a final conclusion. The same policy of indecision characterizes the location of a naval base. A month ago there seemed to be a prepossessing in Washington over the Alameda site. The town authorities were wired for the title status of the land that the town had offered. Also it was desired to know how soon a referendum election could be held, as that was a necessary proceeding to confer title. It was quite generally considered that that as good as settled it. But there ensues a period of desuetude, and

nothing further has been heard from Washington on the subject, excepting the newspaper despatch to the effect that the matter of selecting a base had been put over for the year.

Prize Fights in the Auditorium

Among a considerable number of citizens there is a throwing up of hands over the announcement that Supervisor Mulvihill is to offer a resolution permitting the use of the Civic Auditorium for fistic contests. Four-round contests are coming in again, and it seems to be figured that if the Auditorium can be secured for such a purpose and at a nominal expense they will be divested of certain rough-neck characteristics in the public mind. There may be some talk to the effect that they are pure athletic exhibitions, but they are pretty likely to be near prize fights, with all that the same imply. The Civic Auditorium was secured a while back for wrestling bouts, which are a different class of exhibitions. There was no great dissent to its use for this purpose; but there are a good many persons who realize how it is going to look to let the great Civic Auditorium out for prize fight contests. It is sure to be recalled that through a veto by the mayor permission was denied an association of gentlemen to build and give to the city an opera house on a site at the civic center especially reserved for it. If Supervisor Mulvihill's resolution goes through San Francisco's municipal government will be in the position of banning opera and coddling prize fights.

Controlling Price of Fish

Announcements of the price of fish continue to appear in the public press around the middle of the week. They are more ornate than they used to be, evincing a better literary finish; and the name of Harris Weinstock is signed to them instead of that of A. Paladini. But the difference is not as radical as the public had been led to suppose it would be. Some kinds of fish are cheaper, but the last quotation of salmon was 18 cents. Some weeks Mr. Paladini was as liberal as that, and he never went above 20. The effort is now being made to control the fish market by a director acting under a State law. Just how this is going to turn out will have to be determined by experience. The theory that the fishes in the waters of the State belong to the State, and that the State has the right to fix the price at which fishermen shall sell to the general public, is not unreasonable. But how the attempt to put it in practice works out is another thing. But the effort is young yet, and may well be given a chance.

Thomas' Resignation

Not much attention was paid to the resignation of Deputy United States Attorney Thomas, but coming as soon as it did after the acquittal of former Collector of Internal Revenue Scott, whom Thomas prosecuted, it has unusual significance. It is known that the Scott case got on the administration nerve. Perhaps it was due to the testimony of Scott as to his activity in the last presidential campaign at the time the irregularities in his office occurred, and his assumption that such activity was in accordance with a request from high up, that his trial was followed so closely in Washington, and his acquittal taken so hard; but it is reasonably certain that there was a reckoning in the United States district attorney's office here. The general impression is that Thomas was made the goat. Of course, the familiar story of his quitting to accept an advantageous partnership in private practice was spread, but it is known that he was well suited with the government job, and that the decision to retire therefrom was suddenly taken. Preston and Thomas were townies at Ukiah, and Thomas was given the place of chief deputy in the United States district attorney's office for that reason.

Municipal Conference to Act

The organization known as the Municipal Conference is getting ready to take a definite part in the forthcoming election. It is understood that it will put in the field candidates for the nine supervisors, the two police judges and the city attorney. It does not seem probable now that it will indorse any of the nine whose terms expire and who are all candidates for re-election. Max Kuhl is to be the generalissimo. Two years ago the Municipal Conference proceeded on the selective indorsement plan and came to grief. It indorsed Rolph and certain of the supervisory candidates. Rolph in turn championed certain other supervisory candidates which the conference opposed, and who were elected. It was a singular instance of a candidate who was favored by an organization openly working to defeat other candidates of that organization. It is realized that unanimity of action this year might bring success to the movement. The recent disorders have got the people in a frame of mind that is believed to be favorable to such an outcome. The injury to business has been felt so universally that the electorate is expected to go to the polls sore, and vote accordingly.

An Old-Timer Heard From

Some of the older San Franciscans will readily remember Behrend Joost. When the French had their try at digging the Panama canal he was one of those who were understood to have been awarded profitable contracts. But he was better known, perhaps, for having built the first electric road in San Francisco. It was the nucleus of what is now the San Mateo line. He was also noted for his litigious propensities. The newspapers of the time having frequent accounts of his lawsuits. Well, Joost survives at 84, and his litigiousness persists in a degree. He has begun suit against a son and daughter to recover possession of forty to fifty pieces of real estate standing in their

names, and which he claims was placed there in other days. It is not so stated in the complaint, but presumably the legal complications in which he found himself at the time induced this course of action. The situation now is that the aged contractor finds himself up against it, with nothing forthcoming from the considerable property which he declares is his.

Hunter's Point Dock

As is pretty generally known, a great drydock is being excavated at Hunter's Point. Work has been progressing for some two or three years. Because there is no dock on this coast that will take one of the dreadnaughts, the government has gone in partnership with this enterprise, not in its construction, but subsidizing its maintenance to the extent of \$50,000 a year for five years. It is to be 1000 feet long, and, being excavated in rock, is a slow job. The work is of the nature of scooping out a bowl, leaving a natural dam to keep back the sea until the main excavation is made to the full depth of forty feet below the sea level. Serious trouble has developed in seepage through what was supposed to be impervious rock, and to an extent to hamper the work. Not only that, some uneasiness has been occasioned as to the ultimate effect on the completed structure if the rock is so porous as to hamper construction. The seepage is from the direction of the harbor, and a large force of workers in concrete has not yet been able to subdue it in a satisfactory manner. Coincidentally it is published that the final decision as to the naval base has been postponed until next year. There are several explanations for this delay in deciding the location for the base. It is hardly believed this flaw in the foundation for the drydock is one, though it is not impossible that it figures. But Congress is much engrossed in direct war measures, and the difficulty of inducing it to concentrate on this subject is recognized. Then there may be a hunch high up that the peace that is likely to ensue before a naval base can be built of the capacity that has been planned may have disarmament as its chief feature, and it is the part of wisdom to slow up. The voluminous report of the Naval Base Commission, which was headed by Admiral Helm, has been issued. This has not been distributed promiscuously, being semi-secret; but extracts have been published and enough has been learned of its contents to justify the conclusion that it eliminates all proposed sites except those on San Francisco bay, and of these five it inferentially narrows down to two—Hunter's Point and Alameda. It has long been considered to be a possibility that both these sites might be chosen, Hunter's Point at least to the extent of the great drydock that is now in course of construction there.

Piers for Ocean Liners

Those who are observant of things along the waterfront must have noticed the trend of ocean liners to secure dockage oceanward from the ferry landings. For many years the old Pacific Mail dockage, in the other direction, was the center for the liner service. Whether the preference for the newer location is due to a desire to avoid crossing the ferry fairway and the maze of smaller craft that plies so largely in the vicinity is not known; but it is a fact that application for piers to the north of the busy section of the waterfront are made as fast as they are completed, and even as soon as they are projected. Two large piers are now being constructed between the water termini of Montgomery and Sansome streets. These piers are numbered 31 and 33, and contracts for them already let call for an expenditure of \$622,500. The Spreckels lines, the Oceanic and Java-Pacific, occupy piers 37 and 35, adjoining these new ones on the north, and that firm wants the new ones now under construction. The China Mail and Japanese Mitsui lines have put in applications for pier 29 on the other side. The Chinese and Japanese lines are not associated, but their sailings do not conflict, so they are able to use the same pier.

Trial of Oxman

The Oxman trial is on and it does not promise to be sensational. When eleven jurors are passed out of the first panel called it indicates that a great amount of time is not likely to be consumed in reaching a conclusion. District Attorney Fickert felt himself disqualified from prosecuting the case and District Attorney Gernon of Tehama has assumed the function of prosecuting officer. The proceedings already have a sort of perfunctory appearance, as though the main purpose had been served in getting the defendant into the fix he now finds himself, and further proceedings are shorn of interest.

The Threatened Iron Strike

At this writing it is not clear whether a general strike of ironworkers will be avoided next Monday. The public, and especially the business public, and to all appearances very many of the ironworkers themselves, hope that a walkout will be averted. The trepidation is less, however, than it was a week ago, when the street car strike promised a more serious outcome. With things red-hot in that direction, it was realized that there would be a greater inclination to extend the trouble to the wider sphere. Besides greatly disturbing local business, a general strike just at this time will stop government work. The great shipyards will suddenly cease their activities. The demand for a 50 per cent increase, it is claimed, is without the province of employers to grant, especially upon work that is under contract. However, fingers cannot be pointed at San Francisco on account of its strikes nowadays. Labor unrest characterizes the industries of many cities. And they are largely of the same character of those that prevail here.

THE KNAVE.

Garden Page

LANDSCAPE GARDENING

By ROY HARRISON DANFORTH.



BECAUSE September is preeminently the month for setting out iris, of either the tuberous or rhizomatous varieties, it is particularly fortunate that the schedule of articles in this series brings us today to a consideration of the use of the iris in landscaping and its culture. That such use has been limited to a considerable extent until very recent years has been in part due to the ignorance of the simple cultivation of the flower and in part to the current development of improved species. The iris is to be had now in a wealth of colorings and shapes probably approached by no other flower grown, unless it be the lily, and in such a variety of species as permits one or other to be in bloom for almost three-quarters of the year.

It is this latter fact, added to the range of heights among the species from a few inches to almost six feet, that makes the iris particularly valuable in landscaping. Although the normal arrangement of the plants would be in front of such a shrub or other background as would accentuate their beauty, these characteristics make it possible to form large beds solely of iris which will be artistically arranged as to height and in bloom for many months. In fact, from the time the iris *Kochii* begins to open its flowers in November until the last of Japanese irises are dying away in late July there need be no day without its bloom. In March and April, when the superb Germanica section opens its blossoms and many other of the rhizomatous divisions are coming into their glory, is the fullest show of the season, but after that the dainty Spanish iris has still to display its glories, to be followed by the almost equally beautiful English sort, and this in turn to give way to the magnificent Japanese, considered by many the best of all.

California and neighboring states have contributed generously to the wealth of iris. At least ten varieties are native here, of which three are very common and, if moved at the right time of year, during their dormancy, are transferred without difficulty to the home garden.

Some impression of the beauties of the iris progression is vividly given by Gertrud H. Farr of Wisconsin, Penzance, who has done more, perhaps, for the iris than any other American flowerer. In one of his recent lists, in his particularly enthusiastic style he writes as follows:

"The passing of the iris through the spring and summer months is like that of a grand procession, the first glimpses of which may be had when the dainty *Albino* and *Pumila* first appear in April, closely followed by the various dwarf forms in April and May in ever-increasing boldness of form and color, till June ushers in the great Germanica family—the bearded irises with their broad masses of color. In quick succession come the tall Siberians and the still taller varieties of *Aurea*, *Monnier* and *Gigantea*, until, with a great burst of splendor, come the Japanese irises, the crowning glory of all, with their great blooms a foot in diameter, rising on tall stems to a height of five feet—the royal family, arrayed in richest blue and purple and gold, and the pageant comes to an end. But before the memory of the glory that has passed has faded away, we are reminded of that to come when in November the Crimean irises, yielding to the attentions of the mild Indian summer days, put forth their blooms here and there, as if too eager and impatient to await the coming of spring."

HOW IRIS SPECIES FIT CALIFORNIA'S CALENDAR.

Farr is writing here of eastern conditions. His description would be all the more interesting if he were considering the subtleties of a climate such as ours which permits the iris to throw away flowers in late November and December and has accumulated to make the best of its show in December and January. With us the *pumila* and *chamaeiris* are in bloom by February and toward the end of the month the common white flag is already making its appearance to betoken the approach of the other German irises of which it is the forerunner. These come to their greatest glory with us in March and April, as do also the difficultly grown *onocyclos* and the beautiful *spuria*, *ochroleuca*, *aurea*, *Monnier* and native irises. Hardly later is the Siberian, bringing up the rear. The Spanish come into bloom in April and May, the English in May and June and the Japanese (*iris Knempferi* or *hevigata*) in June and July. This list should be kept in mind by the landscaper who proposes to devote a whole section of his space to irises alone. It shows him without flowers therein only from the first of August to the middle of November, three months and a half, and he will have to range far to find another flower in such variety and with so great persistence.

When a special feature is not made of iris in a portion of the ground set aside particularly to its display, the flowers may be advantageously grown before shrubbery masses or other background or even in open borders. For the latter purpose the species best adapted are those in the German section, the foliage of which presents a comparatively respectable appearance throughout the year. It will be noticed that the leaves of these irises are laid on alternately, as it were,

at opposite sides of the stalk and that it is the extreme outside leaves that brown first as the foliage dies after blooming time. The appearance of the plant may be improved if these outside leaves are cut off near the stalk as they wilt; but with iris as well as all other bulbous and rhizomatous plants, it must be remembered that the process of starch formation which lays away the food for the succeeding year's growth continues only so long as green foliage remains above, and all of the foliage must not be cut away until, by late August or September, the root has thus sufficiently prepared itself. The removal of a leaf at a time does not usually interfere with this progress.

Irises like the German and Spanish sorts particularly—all of them if desired—that do not need to be removed each year from their place and later set out again after the manner of most bulbs, are particularly adapted for naturalizing; that is, planting in colonies or otherwise right among the shrubs, or along their edges. In such cases the ground should be prepared richly in advance of the planting. The plants need not then be removed until their root or bulb systems become so crowded that they throw small flowers.

With a water feature as a motif the landscaping of irises becomes a particularly effective work. Irises vary considerably in their demand for moisture from the water lilies, like *pseudocorus* and *versicolor*, which are most happy when their feet are in the water the year around, to the *onocyclos* which actually needs a thorough baking by the hottest sort of sun through the summer. The flags and Japanese irises will, then, be planted nearest the water, the Japanese a little higher than the others. Next behind these may come the irises of the *spuria* section, like *ochroleuca*, *aurea*, *Monnier* and the Siberian, as well as the earlier styles. The bearded irises, of which the chief are the German section, will be shown beyond these, for they do with less water and are best for a dry spell in July, August and early September. If a bit of shade is offered the bulbs of the Spanish sort may be set there, provided the drainage is good, and those of the English, whether the drainage is very good or not.

MAKING A GARDEN OF IRIS SPECIES ALONE.

Several considerations must be kept in mind in forming a garden wholly of iris. Not all of them are so happily equipped with evergreen foliage as the German, so that it is altogether advisable to have such a garden backed by shrubbery which will give them some degree of green support as their leaves wither. In the second place, those sorts that require similar cultural attention should be grouped as far as possible together. Again, for the best display the beds will be arranged as a rule with the highest growing sorts at the back and the dwarf at the front; or, if they are to be viewed from either side, with the taller species in the center. Though some sorts are not so particular as others, the whole site for the iris garden should be well drained, and frequently it is found advisable, particularly for such sorts as *pumila*, *chamaeiris*, *Germanica* and *Spanish*, to underlay the beds at a depth of a foot or so with a layer of rocks. Although the hybridizers have broken several of the species into a most bewildering variety of colors, there is this characteristic of irises that no inharmonious combinations of color appear among them. A mixed bed of colors will, therefore, be found quite as agreeable in most circumstances as if an effort were made to keep the colors separate.

There are two great divisions of irises: First, those with rhizomes, or creeping root-stalks, which are propagated by divisions of the rhizomes in later summer; second, the bulbous varieties, which come from bulbs like tulips or daffodils and are propagated by offsets from the parent bulbs at the same time of year. The common *bezo* flag is an example of the former and the Spanish iris of the latter. The rhizomatous section has two important subdivisions and a number of less important ones. The former are the *pogoniris*, which is characterized by a very distinct beard down the center of the falls, or lower petals, and the *apogon*, which does not have this beard. The upper petals of irises are called standards. Examples of the *pogoniris* subgenus are the Germanica, Crimean, *Kochii*, *pumila*, etc.; among the *apogon* are the Japanese, Siberian, *ochroleuca*, etc. A general rule the *pogoniris* subgenus needs a warm, dry and well drained location and the *apogon* a rather moist location. The following list of species is not at all exhaustive. Varieties particularly adapted to growth in the bay region are included in the order of their flowering as indicated by the dates given infinitely with each sort.

November-December—*iris Kochii*, *pogoniris*, 12-15 inches tall, dark violet; hybrid of the Germanica.

December-January—*iris stylata*, *apogon*, 18-21 inches, white, blue, blue-purple and deep red-purple; the sort known as *superba* is sometimes in bloom in this section as early as October.

January-February—*iris reticulata*, bulbous, stems short but foliage 18 inches tall, bright purple, blue, red-purple, blue, etc., variety *lustrisoides* earliest.

February-March—*iris pumila*, *pogoniris*, dwarf dark red-purple to light purple and yellow, spreads rapidly in borders. *iris chamaeiris*, *pogoniris*, dwarf up to one foot, usually yellow with a brownish tinge.

March-April—*iris Germanica*, blue and white flags, *pogoniris*, two to three feet, white and purplish-blue; earliest of Germanicas.

March-April—*iris Germanica*, varied colors, two to almost four feet; can be secured in immense variety of forms and colors; most important for garden purposes of the whole iris family.

iris onocyclos, varied height and colors; all *onocyclos* are difficult to grow, needing a location that becomes very hot in summer; *Sisiana*, or "mourning iris," is the easiest grown.

iris ochroleuca, *apogon*, three feet, yellow and white, one of the largest irises, no purple forms.

iris aurea, *apogon*, 3½ to 5 feet or over, golden yellow; one of the tallest sorts, useful at back of beds.

iris Knempferi, *apogon*, bright lemon yellow, hardly useful in gardens except in large masses.

Native California sorts, viz., *iris Douglasiana*, commonest; stout tall stems, white, blue, blue and yellow-buff; *iris macrocephala*, very slender stems with taller dark green grass-like leaves, rich purple-blue flowers; *iris longipetala*, stout stems equal in length to the leaves, blue or lighter, purple and yellow-veined. Our native irises are only successfully transplanted in fall before the rains start. They need no care for many years after once established.

April-May—*iris Siberica*, *apogon*, one to two feet, white, blue, blue, forms large and compact clumps.

May-June—*Spanish iris*, bulbous, one to two feet, varied colors, usually with a strain of yellow, can be planted as closely as three inches apart and at the same depth; do better second and third years than first.

May-June—*English iris*, bulbous, somewhat taller than Spanish, similar colors, stand considerable shade; otherwise treated like Spanish.

June-July—*iris Knempferi*, or *hevigata*, Japanese iris, *apogon*, varied colors, very large flowers well poised on stems from three feet up.

BRINGING NATIVE IRIS OF STATE INTO GARDENS.

Two sorts of iris, the German and Japanese, continue to excite the keenest admiration among iris enthusiasts. The former, broken into a thousand shades and groupings of colors, are best planted within the month of month and a half preceding the first fall rains. They are then assured a good root growth by the time winter sets in and are so thoroughly established that they will throw fine blooms very early. Although they will grow well in any garden loam, thoroughly enriched soil produces the finest blooms. They need good drainage, no artificial moisture and a resting season through the summer and early fall. They are propagated by lifting the rhizomes and dividing them where they naturally break apart at a joint in August and September, but this needs to be done not oftener than every three to five years. They should be planted with not more than an inch of soil over them.

The great variety of German irises precludes the possibility of our space holding an exhaustive catalog of them. For the beginner, who is not yet acquainted with their beauties, the following list contains a suggestion of the most beautiful sorts:

Chamaeiris, blue shaded violet; *Fairy Queen*, pale lavender, blue striped; *Florinda alba*, white with a bluish flush, very fragrant; *Immaculata*, violet-blue and purple; *Immaculata*, golden-yellow and mahogany; *Immaculata*, ivory with yellow crest; *Khatput*, blue and purple; *Kochii*, claret purple; *Maori King*, yellow and crimson; *Mme. Cherat*, white with a deep edging of blue; *Mrs. H. Darwin*, white with violet veins; *Mrs. Nourner*, deep golden yellow; *placidia*, Dalmatian, pale and deep lavender; *Queen of May*, rose blue.

The Japanese irises are to be planted at the same season as the other and in a similar manner but three times as deep. They do well with considerably more moisture than the German sorts. For this reason they seem to be particularly well adapted to growing in the bay region where the summer fogs help to give them moisture. Even beyond this they will relish several irrigations through the dry season, but most of all they need cultivation. The ground about them should be thoroughly stirred, without disturbing the roots, after each irrigation. While close to 200 names of Japanese irises are contained in the better lists, the following will be found to be among the best for the grower who wishes to start with a dozen or so varieties:

Iso-no-nami, blue with blue center; *Kuma-funjin*, deep violet blue; *Kumo-no-obi*, dark purple with white halo and golden base of petals; *Mei-ran*, rose with orange blotch and blue halo; *Monji-no-taki*, crimson-purple, feathered with white; *Sano-watashi*, primrose and white; *Senjo-no-hori*, reddish-purple splashed with gray; *Shira-taki*, white with yellow center; *Shurui-no-mai*, dark blue-purple; *Uchin*, clear blue veined with white; *Yomo-no-mai*, lavender with purple halo and penciled with white; *Zamia-no-mori*, white with sky-blue center.

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ART AND ARTISTS LAURA BRIDE POWERS

(Continued From Page 20)

have been referred to Major—or is it Captain?—Keane, War Department, Washington.

"But," ask the California artists, who want to serve their country with the best service they know, "when will the army create camouflage battalions as a part of the military service of the country at war, as has France?"

Decorative Art by Hermann Rosse

The California School of Fine Arts that hugs the top of California St. like a priest's hermit is a busy hive under the new regime.

Added to tradition is work, aye, even commercialized work—work for money. And busiest among the departments that seem to render material service as well as to develop aesthetics is the department of Interior Decorating, conducted by that versatile painter, Herman Rosse, whose exhibition in the Oakland Gallery, and later in the Palace of Fine Arts, was, and is, one of the high achievements of both institutions.

There are night classes for those ambitious souls who slave through the day—two nights a week. And it is an inspiration to see these folk at work in one of the best equipped class-rooms in the country. And not only have the class-rooms the academic accoutrement necessary to develop the subject matter, but various shopkeepers—decorative firms, like McCann's and others, send up examples of period furniture, rare textiles, and accessories to decoration, out of a pure love of service to the great art of living.

Incidentally, there are some interesting things being done in the night classes in sculpture, under Leo Lentelli, the little wizard who helped to create the artistic charm of the Exposition.

Under the capable leadership of Lee P. Randolph, the school is alive and throbbing with vitality.

From time to time, we shall note the work being accomplished in this school that is a vital part of the educational system of California—a school of the people, belonging to the people as an adjunct of the University of California.

Old Books at Hill-Tolerton Rooms

A highly interesting exhibition of rare old books is promised for October 2, consisting of sixty examples, belonging to Charles W. Clark of San Mateo. The exhibition is being given under the auspices of the Book Club of California, in the charming environment of the Hill-Tolerton Print Rooms.

The exhibition (under glass, of course) is valued at something like a half million dollars, and is being offered by the Book Club as an educational exhibit—an opportunity that rarely has come to the untraveled of us. And there are a few unlucky wights, that, despite impecuniosity, do love beautiful things. It has never been adequately demonstrated that a faint income tax indicates, per se, a limited appreciation of beauty, nor has the converse been proven. Love of beauty is a personal quality that is inherent in the soul. Of that we are assured. But there is that insurmountable fact that the possession of beauty permits indulgence in the things of beauty that the unwealthy produce.

But who shall say who is the wealthier—the creator of the beautiful thing, or the possessor?

Alma Gluck will be accompanied on her concert tour this year by Salvatore De Stefano; the Italian harpist.

SUNDAY MORNING, SEPTEMBER 16, 1917.

BOOK REVIEWS AND LIBRARY NOTES

The Record of Amazing Bravery of the Irish Soldier in world War Compiled by Irishman Unique in American Literature Is Hamlin Garland's "Son of the Middle Border"

GARLAND TELLS HIS OWN STORY

UNIQUE in the realm of autobiography and indeed in American literature is Hamlin Garland's new book, "A Son of the Middle Border." It is the memorial of a people, of a whole order of national experience. It is the homely story of the American pioneer, of the generation succeeding the Civil War, the typical American family following the constantly advancing "middle border."

The writer is full of himself in his work, and in expressing himself he brings within our range of vision his kindred and friends, portraying them against backgrounds startlingly vivid. The book has little or nothing to tell of public or political events of its time, save as they are interpreted by the characters he introduces. Richard and Isabel Garland, the parents of the author, are examples of that vast army of Americans who left their farms in Wisconsin, to take up land in Iowa, thence on to the Dakotas and Montana. Their experiences, their sufferings and privations, with their all too meagre successes are recounted with a fidelity and an intimate knowledge which make one secretly cry out with the author against the futility and seeming injustice of it.

Incident and character delineation vie with each other for place as the outstanding feature of the work, and the reader must make his choice. Few there will be however who will fail to respond to the tenderness of the author's picture of the old family circle, where the McClintocks (Mr. Garland's maternal progenitors) and the Garlands sing and dance and live in joy and contentment in their Wisconsin home. And fewer still will there be who are unaffected by the loving portrait which is drawn of the author's mother—the young, beautiful wife of an indomitable, determined, resolute soldier, who at his bidding leaves her kith and kin, gathers her household goods and goes and follows for more than thirty years the constantly shifting "middle border," enduring hardships which seem unendurable, suffering physical pain and endless labor, all to aid in the work of "getting ahead." Like the veriest fairy tale is the ending of the work the return of this same sweet mother, albeit broken in health, aged and infirm, to the home of her youth, there to pass the remainder of her days in peace and "luxury."

The father is a not less pathetic figure, save as he is regarded as the cause of the family discomfort—the one member of the household who is continually forsaking a home for a pioneer shanty, leaving a tilled farm for the unbroken lands of the far west. His boast that he "never takes a back trail" comes to naught in the face of his son's decision for him, and with his query as to how he can live with a patch of ground and a hoe when he has tilled thousands of acres we leave him to enjoy the twilight of his life in the Garland homestead at West Salem, Wisconsin.

Hamlin Garland was not always the poet and successful novelist as we know him now. His "Son of the

BLUE BIRD SECRETARY AUTHOR OF CHILD'S BOOK ON HOLLAND

Miss Cornelia De Groot of Oakland Contributes a Volume to Instructive Series

CORNELIA DE GROOT, author of "When I Was a Girl in Holland," is the latest Oakland writer to have published a book. A few years ago, when The Tribune's Blue Bird Bureau was in its infancy, she was its secretary, and there are many in various walks of life, from those who came in limousines to leave packages at her counter to those who stood in line to receive them, who will remember the shy and serious girl from the Netherlands.

A certain publishing house has issued a series of books on "Children of Other Lands," each of them written by one who grew up in another country. China, Italy, Japan, Greece, Palestine, Belgium, and more, have been described in this intimate way for the information and pleasure that the books might give to the child of 8 or over. Miss De Groot possesses the power to describe entertainingly and convincingly and it was natural for her to desire to contribute to the series the "Holland" book. Those who read it will see the reasons for its acceptance and publication.

"Middle Border" is his own testimony to that fact. To escape from the disgusting labors of the farm, the filth of the barnyard and the poverty of opportunity he hoarded a few hard earned dollars, and started for Boston, to wring restitution from the East. How he suffered there, shivering in a garret room, existing "for four days on five cents' worth of buns," he has told us in simple story, bravely, claiming no great credit for himself, but acknowledging his debt to those experiences in his later writings.

In this work he has repeated his earlier trait—of putting "into it the grim report of the man who had 'been there,' an insistence on the painful as well as the pleasant truth," a quality which is characteristic of his work, and by the by, one of the reasons for its permanent place.

Vague and indefinite were the ideas which the author had of his own future during the first years after his graduation from the Cedar Valley seminary. One thing he settled early—that he would not study law, and at the same time he had hopes of being an orator. But the long course laid out for him to travel before he arrived he could not discern.

Less uncertain of his future plans was his brother, Frank, who figures not inconspicuously in the story. Frank was younger, and inherited much of the talent which marked his mother's side of the house. He would be an actor, and his years as an accountant, a stage driver, a salesman, were all but preliminary to that stage of his career when he was a member of James A. Herne's company, playing "Shore Acres" and "Margaret Fleming," among their other successes.

Hamlin Garland has given us an

Miss De Groot has told her story from the inside, a simple tale of life in her native country, of the dress, duties and pastimes in a land where children were trained to usefulness. Of canals and skating parties, of wonderful neatness, an abundance of good things to eat, she writes, and then of her dreams for the future and the decision to come to America.

The former Blue Bird secretary is now living at Avenal, in San Joaquin county, and it is probable that she will never go back to the land of dikes and canals, for in her book she says:

"I have been in many places and localities and have found the greatest contentment where I can hear the thunder of the ocean's mighty waves, where the flowers always bloom, and where I can wander through mountains and hills and forests. That is why I love California."

The parent who reads the book to his children will have the pleasure of knowing that he is instructing them and at the same time is being agreeably entertained.

("When I Was a Girl in Holland," by Cornelia de Groot; Boston, Lathrop, Lee & Shepard, 75 cents.)

Interesting introduction to the older actor whose characterizations were known from one edge of the continent to the other a generation ago. He shows us Herne as one of those spirits who were seeking to implant ideas and ideals which would make for better economic conditions and for happier humanity. Henry George, "the prophet of San Francisco," General Weaver, of "People's Party" fame, Hamlin Garland himself, as a disciple of Henry James were also of the number.

It is with increasing interest that his readers follow the author back from his first "conquest of Boston," to the blizzard swept Dakota farm, where, in the land rush of 1881 he registered a claim, and "lived" it. Not all his determination to take his place once again in his family circle, to resume his share of the responsibility which had been haunting him day and night during his residence in the East, could keep him there, and it was with final renunciation that he disposed of his property that time, leaving the middle border line, never to return, save to visit his people, and to persuade them to return to their earlier home.

There is a certain humor in Mr. Garland's accounts of his boyish longings for "boughten shirts and linen collars," for coats that would not jump off his back and trousers that "would not crawl." His fear of "cliffed boys" and his secretly cherished desire to be able to hold his own with them are typical bits of boy psychology which mark him as not unusual, in no way removed from the wholesome, healthy, ambitious boy of the country today.

Although Mr. Garland's book is per-

(Continued on Page 19)

"THE IRISH ON THE SOMME"

WHEN the history of the war is written there will be no more amazing chapter than that to be devoted to the part taken by the Irish at the front. One may imagine the student in the class rooms of the future, after having finished his study of the nineteenth century, looking up from his volumes concerning this war and asking how it could have been possible that so many Irish gave up their lives for England. And it may be that there will be professors who will have their facts at hand but who cannot explain. The Irish are there, in the thickest of it, and the whys and the wherefores may never be answered.

Perhaps Ireland in her desire for liberty has harbored an ideal which she saw threatened with the German program of conquest or perhaps her sons fight for the love of fighting. Whatever the reason may be the lads of the north and south of the Emerald Isle have staked their all for the allies. In a preface to "The Irish on the Somme," by Michael Macdonagh, John Redmond says:

"If five years ago any one had predicted that in a great war in which England was engaged 173,773 men would have been raised from Ireland, and that there would be more than half a million Irishmen with the colors, would he not have been looked upon as a lunatic? It is the free offering of Ireland. Surely it must be regarded as a proud and astonishing record!"

The response of the Irish race to the appeal for the defense of civilization and freedom, is one of the most inspiring pages of the war story. It has even astounded Redmond.

Macdonagh's book is concerned chiefly with the three Irish units of the new armies engaged on the western front, The Ulster, the Irish (of the south and west), and The Tyneside Irish, in which Irishmen living in the north of England have enlisted. It also deals incidentally with the Irish Regular regiments of the Line, and with that numerous body of Irishmen serving in English, Scottish and Welsh battalions. The fighting of the Irish in France, the Dardanelles during the early war, and the operations of the 16th Division, "Kitchener's Men," against the Turks at Gallipoli, are described with thrilling and heroic detail. In the story of the latter division it is related how the young Irishmen, many of whom had never handled a rifle or done a day's drill, turned back, at the first encounter, the seasoned troops of Germany. These young men, sent on an expedition ill-fated and yet romantic, were looked upon with contempt by the enemy until they were engaged in battle. Not only in battle did they show their worth for in the trying days when it could be seen by all that something had gone wrong in the plans the Irish optimism and good nature won a triumph all its own.

Macdonagh has given the comic and tragic phases of his subject. He has been assisted by officers and men at the front and has included in his book a large number of authentic

(Continued on Page 19)

FISHPINGLE

Horace Annesley Vachell Writes of Gentlemanly Old Servitor in Manor of One of England's Landed Gentry.

A servitor with a secret is Fishpingle, gentlemanly butler to a tempestuous lord of a past generation. It is to Fishpingle that Alfred and Prudence, servants on the Pomfret estates go when they wish diplomatic aid to secure Sir Geoffrey's consent to a wedding. It is to Fishpingle that Lionel, son of the fiery lord, takes his love affair, and it is to the old butler that even Lady Mary entrusts the difficult task of bringing peace to a troubled home.

"Fishpingle" is a story of the lord of a large English estate, of hunting parties and cricket matches. It is a tale of a passing order, of falling rents, inefficient farming methods and the last remnant of feudalism. Of how modernity in the guise of a son, a dainty lady, and a village parson, fights with the hereditary prejudice of bluff and likable old Sir Geoffrey, the tale is concerned.

Horace Annesley Vachell, author of "Quinnay's," the play and the novel, "Jells" and other stories, has written what will prove a popular romance. In it a picturesque view of England's "landed gentry" is given, of the devoted and pathetically loyal servants, of hunters and hounds, fishing and rabbiting. It contains a love story which, oddly enough, deals more with the girl who did not win than with the one who did.

The problem of the family acres, one would judge, is a serious one in England. The plate is being sold and the old masters, and slowly the outlying pastures and fields are going that the holders of old names may have money enough to remain in the homes that have been theirs for generations.

It is Fishpingle who helps young Lionel solve this problem at Pomfret and helps him with the father over to the ways of change. While it contains a few "liberal" preachments it is mostly concerned with an appreciation of the best qualities of the old order and would hint that England will profit if it can retain a bit of the spirit of the old landed gentleman.

Apart from the moral of the application of modern labor and agricultural ideas to feudal conditions, and this is surely nothing new or obtuse, the book is a story of more than passable sort. The character of Fishpingle, alone, will carry it to the same success that has been attained by other books in which interest has been centered on one lovable old gentleman. And it has a middle-age flavor that is refreshing in an age of machine guns.

"Fishpingle," by Horace Annesley Vachell: New York, George H. Doran Co.; \$1.35.)

A NEW BOOK BY DRESSER.

"The Victorious Faith—The Inner Life in War-Time," a new book by Horatio Dresser, is published this week by the Harpers. What, asks the author, shall the man who lives by the spirit do and speak when war ravages the world? Shall he withdraw himself in selfishness from contemplation of dread realities, or shall he, by the light of the spirit, look into men's hearts and find the cause of war, and siding, neither with the militarists nor the pacifists, balance the good as well as the evil which war stimulates? The author is well known as a writer on practical spirituality. There are, perhaps, too many books on the war regarded as an external enterprise, and there are, doubtless, many persons who fail to find consolation in any of the prevalent points of view. To these Doctor Dresser seeks to appeal, not in mere optimism, but with the certainty that we are on the eve of a new dispensation.

THE NEWEST BOOKS

As Soon As Published.

SMITH BROS.

13th St., bet. Broadway and Washington

DONALD MacMILLAN, photographed after his return to New York and during his stay in the Arctic. His expedition which determined Crocker Land a mirage is to furnish material for a book to be sponsored by the National Geographical Society.



ANXIOUS MOMENT IN NEW STORY

Alice Hegan Rice has written a new book to be published by the Century Co. Another charming little social outcast will take her place in the hearts of story-readers, beside "Mrs. Wiggs" and "Lover Mary." The passage quoted shows the little heroine of "Calvary Alley" in one of her most delightfully naive moments.

"By and by a woman in spectacles took her into a small room across the hall and told her to sit on the other side of the table and not to shuffle her feet. Nance explained about the mosquito bites, but the lady did not listen.

"What day is this?" asked the spectacled one.

"Friday," said Nance, surprised that she could furnish information to so wise a person.

"What day of the month?"

"Day before rent day."

"The corner of the lady's mouth twitched, and Nance glanced at her suspiciously.

"Can you repeat these numbers after me? Four, seven, nine, three, ten, six, fourteen."

"Nance was convinced now that the lady was crazy, but she rattled them off glibly.

"Very good! Now suppose you tell me what the following words mean: Charity?"

"Is it an organization?" asked Nance doubtfully.

"Justice?"

"I dunno that one."

"Do you know what God is?"

"Nance felt that she was doing badly. If her freedom depended on her passing this test, she knew the prison bars must be already closing on her. She no more knew what God is than you or I know, but the spectacled lady must be answered at any cost.

"God," she said laboriously, "God is what made us, and a cuss word."

THE BROKEN GATE.

Emerson Hough's new novel, "The Broken Gate," is sure to arouse criticism in some quarters because of the opinion so tenaciously held by many that there is one moral law for women, and another for men. "The Broken Gate" is the story of a woman who broke the conventions of the village in which she lived and received all the criticism it was possible for the community to bestow, while the man in the case went free and became a respected citizen. The author has taken a very trying situation and out of it has built the strongest novel he has ever produced.

FORTHCOMING PUBLICATIONS.

Harper & Brothers announce that on September 11 they published a new novel by Basil King, "The High Heart." They will publish "Rookie Rhymes," written by the men of the first and second provisional training regiments at Plattsburg, N. Y.

TO OUR SHORE

Visits of Balfour, Viviani, and Joffre Are Made the Subject of Work of Defi- nite Historical Importance.

The visits of Balfour, Viviani, and Joffre to the United States have been made the subject of a volume which would present for all time the significance of those visits, the sentiments expressed, and the outstanding events of welcome and reception. In the volume is included the speeches and public utterances of the three, an account of their arrival, and also an account of the arrival of American warships and soldiers in England and France. The book is the result of the labors of Francis W. Halsey who collected and compiled from contemporary reports.

Halsey is editor of "Great Epochs in American History," "Seeing Europe With Famous Authors," etc. He has handled this latest book in the trained manner one would expect and as a result his book is one to be kept for the historical value and its importance as a work for reference. It describes the reception given to the various commissions in American cities and is a guide to the aims and ideals of the different nations, as expressed by their representatives: Italian, Belgian, and Russian commissions to visit America are accorded a place in the work.

This record of missions to this country is one to be preserved and Halsey has shown his keen appreciation for the important document by making it his opportunity to contribute this particular bit of war history.

("Balfour, Viviani, and Joffre," by Francis W. Halsey: New York, Funk & Wagnalls; \$1.50.)

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DIRECTORY OF JAPAN.

Prefaced by a section giving general information of the empire of Japan, its climate, cities, railways, banks, weights and measures, et cetera the Exporters' Directory of Japan 1917, published by the Imperial Commercial Museum of the Department of State for Agriculture and Commerce, Tokyo, Japan, gives a classified list with addresses of the exporters of Japan dealing in all varieties of produce and manufacture, from grains and seeds to metal and ceramic manufacture and miscellaneous articles. The majority of the groups are introduced by paragraphs of statistics and general information concerning the commodity. The book will be of great value to all business men and firms dealing in any product of Japan. Issued by the Japan Times Press, Tokyo. Paul Elder & Company, San Francisco, are the publishers of the imported edition for the United States and Canada.

EVERYBODY'S.

One of the results of Lincoln Stephens' recent trip to Russia is to be found in Everybody's for September, a story of the amazing Rasputin, power behind a throne, Rasputin's rise and his assassination are described by an author who got the details of the last incident from the assassins themselves. The magazine contains a war story by Jeffery Farnol and another by John Breck and other writers of short stories for the number are Walter Ferris, and Holworthy Hall, Katherine Park Lewis and Richard Butler Glaesner contribute verse. Extracts from a letter of Dorothy Canfield, "If You Are Called to the Colors," by Henry Reed; and "Making the Movie Cartoon Move," by Homer Croy are other features.

SONGS FOR SOLDIERS.

"Rookie Rhymes," written by the men of the first and second provisional training regiments, Plattsburg, N. Y., May 15-Aug. 15, 1917, is published by the Harpers. In this collection of lively songs and rhymes the rookies give voice to their surface humor and their deeper sentiment of patriotism and determination. They make fun of the fatigues, of their privations, of their homesickness, of the drills in which they "simulate" non-existent horses and guns. Some of the rhymes are parodies of well known songs and are well fitted to be sung to familiar tunes. It is more than likely that many of them will be heard on troopships and in the fields of France.

"CALIFORNIA AND OTHER VERSE"

Howard L. Terry, for some time a writer of verse of sufficient merit to find publication in such magazines as "Out West," "The Hesperian" and "The Living Church," has had published a little volume of his songs under the name "California, and Other Verse." There is much in the book of topical nature and much that is reminiscent. One effort, "The Deserted Ships," is written in the meter of the "Ancient Mariner" and contains no less than a score of lines deliberately lifted from Coleridge. The theme of a bird being shot by sailors and the resulting hard luck is the same. One stanza will show the cause for the charge of imitation that is so palpable as to rob the poem of any claim for serious consideration:

"He was a rugged Western man
Who came to know the sea,
With eager face he took his place
Besides his comrades three."

Careful perusal of the volume fails to bring to light any poem upon which the writer could hope to lay the foundation for a reputation to extend beyond his home city.

("California and Other Verse," by Howard L. Terry: The Palisades Press, Santa Monica, Cal., The Palisades Press.)

HELP FOR THE ORATOR.

"How to Debate," a book by Edwin DuBois Shurter, is published by the Harpers. The book is intended for high school scholars, collegians, members of debating societies and professional men who need help in debating. Professor Shurter has incorporated in this book the results of fifteen years' teaching of this subject. The various chapters—Nature of Debating, Proof, Evidence, Direct Arguments, Refutation, Persuasion, etc.—are each followed by exercises, and there is also a list of up-to-date questions for debate and a specimen debate.

CHILDREN OF WAR.

It is well that the children of 1917 should read of the children of our last great war. "The Lost Little Lady," which the Century Co. will publish in September, is the story of the war riots in 1863 and how quick-witted Nora O'Neil rescued a frightened little Southern girl from a mob of New York hoodlums. Edna Benson Knipe and Arthur Alden Knipe have written a delightful mystery story with unexpected ending and happy climax.

The California Weeklies

Aviator Falls From Dizzy Heights

There was much excitement in the smart set when the story that Captain Bert Hall of the French aviation corps had no right to his uniform flashed across the front pages of the newspapers.

All the doubting Thomases from Ellington to the Pacific Union Club rose on their hind legs and barked: "I told you so!"

Patient spouses, who had watched their charming wives sit at the feet of this man and listen to his tales of adventure, with the touching belief of a Desdemona, chuckled their most superior chuckles as they handed the paper to friend-wife at the breakfast table.

Impatient suitors who had suffered complete eclipse while he was in town, who had seen their fair ones fall for the conquering hero of the air, refrained from chorusing "I told you so," but their actions were more articulate than those bromide words.

Then came the evening papers, and it was the ladies' turn to hand them around at the dinner table. For the story in the morning paper was misleading. The aviator really had a right to his uniform and medals, while he swaggered in these parts. Society had not entertained an imposter. He had done all the daring and dashing things in the air which his medals implied. But—and here is where the medals and the uniform and all the trappings of the trade of the birdman take flight.

Captain Bert Hall came to this country on leave of absence from the French government. Although an American, he was an official member of the French flying squadron. He was to report back to the French government at the end of his furlough. He had failed to do so. Therefore, the French government notifies the French consul, who in turn notifies the public that he has forfeited the right to wear the uniform and medals which that government has given him for service. Hall, up to the present time of writing, has not been heard from, although he is reported to be "somewhere" in Southern California, instead of "somewhere" in France.

He blazed his way into this port at the time that the ladies were organizing the Red Cross benefit at the Fairmont Hotel. Those enthusiastic and fascinating young patriots, Esther Denney and Anne Peters, at once capitalized his presence for the benefit, and thereafter he was much in their company. In spite of the fact that he had formerly earned his living as a chauffeur in the East, he was lionized by New York society when he landed there, and the local fashionables followed suit, entertaining him at dinner parties of the small but intimate sort, which is the highest compliment. Hall, unlike many of the men who drive motors for a living, was not distinguished for his good manners, and invariably antagonized the men in the company, although he held their interest when he got down to the business of talking about aviation. Many tales went the rounds of the clubs of the astonishing things Bert Hall said and did while he was being lionized by local society.—News Letter.

The Worker De Luxe

Mark Gerstle Jr. is a young man who wants to fend for himself, so he has disregarded the opportunities expressed by the wealth of his parents and has taken a day laborer's job on the waterfront. Perhaps the desire to do his bit came to Mark Jr. from his father, who has been commissioned a captain in the army. At any rate, Mark Jr. reports for work with punctuality every morning, and every noon he knocks off just long enough to eat his lunch. It is true, however, that Mark Jr. comes to work and lunches after a fashion slightly different from that of his fellow laborers. Mark Jr. drives down to the waterfront every morning in his Stutz; and at noon the family chauffeur brings him his lunch, piping hot, in Mrs. Gerstle's limousine!—Town Talk.

Whitney Case Ends at Last

After many months of legal hickering the J. Parker Whitney will case has at last been settled—and J. Parker Jr. and his sister, Mrs. Beryl Whitney Wheeler, are each to have their share and right. And Vincent Whitney, who really loses by the decision, declares himself as being "glad of it"—for he says he is heartily tired of fighting his relatives.

When the late Joel Parker Whitney, rich miner, fruit grower, sheep raiser and owner, died, some four years ago, he tied up his estate so that his son Parker and his daughter Beryl should never receive any of his vast estate whatsoever, and should only receive something like three hundred dollars a month as income, and when they died their children were to inherit their parent's third of the estate. For Mr. Whitney, who began his career by selling canary birds on the waterfront of San Francisco in the early days, and who amassed his great fortune entirely with his own hands, did not care to have his money squandered after his death. And both Parker Jr. and the vivacious Beryl had squandered considerable money before their father's death.

Parker's career is quite well known, from the time he helped pretty Daisy Parrott slide out of a side window in the old Richman Hotel on Van Ness avenue and elope with him to the time he was haled into court by Genevieve Hagan on a white slavery charge.

Beryl also began her career with an elopement, skipping off from a fashionable Eastern boarding school with young Tom Graydon, the Harvard football star. After divorcing him she married J. Columbus Wheeler, from whom she is also divorced. Vincent Whitney seemed to be the only one of the trio whom his father considered as being financially responsible and to him alone was left his share of the estate outright.

But now the court has decided that each of the Whitneys are to inherit their share.

Parker Whitney married Miss Louise Carpenter, a 19-year-old maid whom he met at a tea dance and married soon after a couple of years ago, and they have a small child who must divide his father's money with Parker's two sons by Mrs. Daisy Parrott Whitney.—The Wasp.

Cupid Runs Amuck

Little Danny Cupid seems to be running amuck these days and is shooting his poisoned darts to the right and left for engagements after engagements are being announced almost daily and the wedding bells are constantly pealing.

Several extremely interesting engagements were announced this week and several more quite as absorbing are rumored for the near future.

One that interested society quite keenly is that of charming Miss Gertrude Ballard and Gerald Clement, which was told by means of little notes written to Miss Ballard's many friends.

Miss Ballard, who is a strikingly good looking girl, tall and graceful and with dark eyes and brown hair, is the daughter of Mrs. John Ballard. She has been extremely popular in society ever since she made her debut some years ago, and she belongs to that little coterie which includes Mrs. Arthur Hooper, Mrs. Frank King and Mrs. William Devereaux of Burlingame. Like so many of society's fairest maids Miss Ballard has taken a very active interest in Red Cross work and has been devoting many hours of each day to that splendid cause. Her fiancé is the son of the late Mrs. E. B. Clements and is a brother of Mrs. Dixwell Hewitt and of the late Alpheus Bull.

He is a graduate of the University of California and he recently transferred his business interests to Spokane, where he and his interesting bride are to reside after their marriage. Which is to occur in the near future.—The Wasp.

Though a man is very honest
It takes industry beside,
Many men are on the level
And are also on the slide.

Society Matron's Sudden Demise

Not in a long time has society been so shocked as it was last week over the sudden death of Mrs. Walter Scott Franklin, one of society's most popular and beautiful young matrons. Mrs. Franklin, who had just returned the day previous from a six weeks' sojourn in Santa Barbara, attended a dinner with Dr. Franklin and then went to the Civic Auditorium to the Schumann-Hahn concert held there the evening before her death. And, of course, was heartily greeted by her many friends after her long absence from town.

And so when the lifeless body was found the next morning by Dr. Franklin the shock to every one was terrible. Mrs. Franklin was Franceska Camille de Plicka of Lemberg, Poland, the daughter of General de Plicka, a Polish patriot.

She was intensely musical and possessed of a rare voice, and was studying music in Vienna when she met Dr. Franklin, who was at the time taking a post-graduate medical course in that city. He fell deeply in love with her and before he left Vienna made her his bride, bringing her to San Francisco to reside some fourteen years ago.

Although coming here as a foreigner and a complete stranger, her charm of personality and her rare mental gift soon made her extremely popular.

In the past few years she became a very zealous worker in relieving the sufferings of the Polish people, and sometime ago took an active part with Ignace Paderewski in the benefit concert he gave for the stricken Poles.

Mrs. Franklin was also a very strong supporter of the San Francisco Symphony Orchestra and she was one of the most successful on the woman's auxiliary to the symphony in securing subscribers. During the symphony season Mrs. Franklin never missed one concert and was always most enthusiastic over them.—The Wasp.

Would Dodge Home Ties

One man at least, in Berkeley, is damning the President for his recent decision that men married before June 2 who have supported a wife do not have to answer the call unless agreeable to all concerned.

This fellow says he has had a little hell all of his own for some time past that would make even the trenches a desirable change.

Now the lady really doesn't mean it and probably thinks more of her map than any other thing, beside herself. Yes, and her appreciation of his worth has increased since the army puts its brand of "manhood" on him. Yet she likes to flirt with the uniform herself and because of this lack of decorum just now in her own standard and absence of faith in her husband, seems to fear that others will want to enjoy charms that she alone would have and hold.

Yes, it is only a case of jealousy, but one man has been made so miserable that he would like a change and to get it he would send Willie home to father.—Berkeley Courier.

Princess Would Come Home

Chera Huntington Hatzfeldt, the adopted daughter of the late Ellis P. Huntington and widow of Prince Hatzfeldt of Germany, is endeavoring to have her American citizenship restored her, and a bill for that purpose is being introduced by Senator Phelan.

The Princess Hatzfeldt is now quite ill in London, where she is registered as an alien enemy owing to the fact of her being the widow of a German nobleman.

She is unable to leave London for California, which is the land of her birth, because of her German citizenship acquired when she married the Prince. If the bill restoring her American citizenship is passed at this session, which is said to be quite likely, the British authorities are willing for her to leave England for the United States.—The Wasp.

Bohemianism Art, and a Case In Point

Years ago a great diva was discovered in San Francisco, and though some of us were pronounced over-enthusiastic in our acclaim, the whole city flocked itself when the uncompromising verdict of the few was confirmed later in New York. Ever since then it has been frequently said that San Francisco knows what's what in the musical line. It is thus that the pardonable pride of the provinces expresses itself. And why not? We are a music-loving community; we vindicate our passion for good music by making it worth the while for great artists to come to San Francisco; and long years ago we were generous in our support of opera companies rounded up for our pleasure near the ends of the earth. Even now we support a fine symphony orchestra, and if our preposterously rich down the peninsula had been allowed to do as they wished we might have had a fine public temple of music. But meanwhile listen to the music of the band, the municipal, strictly union band, and let us evidence our devotion to the art of music by organizing parties of "culture" with the Bohemian instinct to wander along the slopes of Telegraph Hill in quest of adventure and unknown genius. Oh, yes, indeed, we know what's what in the provinces. And we are so hungry for music, operatic music, that we applaud mediocrity on the Barbary Coast and compare it to the Tivoli of old with an indulgent indifference to our reputation for discrimination, not to mention the feelings of "Doc" Leahy. What must have been the emotions of "Doc" Leahy—assuming that he has heard the company of barnstormers—when he read that somebody was reminded of the days of cheap Italian opera at the Tivoli. It was cheap Italian opera indeed, that we used to hear at the old Tivoli, but the difference between that and the Rumanian variety the coast is giving us now is well nigh the difference between a German band and the San Francisco Symphony Orchestra. I hate to disparage or discourage well-meaning theatrical enterprise, but I hate also to sit idly by when the art lovers of San Francisco are threatening to give a black eye to cherished traditions. I suspect these art lovers of coming from Los Angeles.—Town Talk.

Taste for Atmosphere

Perhaps our smart folks of leisure are better judges of "atmosphere" than of song. This is a thought that came to me in the "Il Trovatore" on Broadway of the romance language district. Il Trovatore, notwithstanding its operatic name, is more concerned with meat than with music. It is an Italian restaurant that has not yet been "spoiled" by our Bohemians and their tuff-hunters. There are no paintings on the walls, but it has plenty of red paint. Italians of the first generation do not abound there, but young folks do along with spaghetti and mussels bordelaise. There is a real Latin Quarter restaurant where food is inexpensive and wholesome, the first excellent and the dancing worth watching. I saw Sokoloff there one night and George Sterling and some fashionable women from the peninsula, and as Sterling was dancing I could see that his rhythms were not on his feet. But perhaps I should not make a "social note" of the society folks who attend functions on the coast, for unlike our fashionable resorts they do not improve on publicity; they lose their atmosphere by catering to local abens and charging for reputation.—Town Talk.

NOTIONS.

The men who never saved a cent objects to the practice of saving except when they can manage a loan from someone else's savings.

When a man needs advice on his health he can get a better sort from his own liver than from another's brain.

Most people try to be cheerful, but there's usually a longer list of the things we don't like than of those we do.

ON THE SPUR OF THE MOMENT

By Morris Miller

Perhaps your place is grand and proud,

Perhaps you've great sagacity,
Perhaps you stand above the crowd
For brains and perspicacity,
Perhaps you have a high estate,
And vices there are none in you,
Perhaps you're dignified and great—
But is there any Fun in you?

Perhaps you have a saintly face
And quite a noble attitude,
Perhaps you take your lofty place
With thankfulness and gratitude,
Perhaps you're honest as the day,
Nor wrong of any sort in you,
Perhaps you go a blameless way—
But is there any Sport in you?

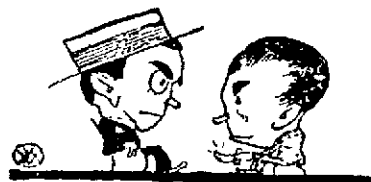
Oh, tell us not of wealth and rank
And what you're rare condition is,
Of what you're putting in the bank
Or what your high position is,
But let us know if you are glad
And if there's glee and joy in you;
And tell us if you've always had
A trifle of the lily in you!

Some people seem to get their
grudges on the credit plan and
are never through making pay-
ments.

THE NICKELS.

It takes the nerve wealth to amass,
And haul the dollars in,
A man must have a lot of brass
To have a lot of tin.

SHOE CLERKS.



The first thing a shoe clerk does
after he looks at the numbers in your
old shoes is to make up his mind not
to have an argument with you. He
doesn't want to hear any song and
dance about how the shoe he gives
you doesn't fit.

If you tell him it's too long or too
tight or it's this and it's that he will
shut you up in a jiffy. He won't
stand for any of that nonsense. He
tells you that it's the same size you've
been wearing!

There's nothing that makes a shoe
clerk so furious as a bull-headed cus-
tomer who wants a shoe that feels
good on his foot. It either makes
him furious or saddens him. He may
yank the shoe off in a rage or he
may bite his lips to keep back the
tears. In either case he is sure to
resent the injury.

People of mild manners would en-
joy buying shoes more if they felt
able to bully and browbeat the shoe
clerk into selling them the shoe they
want. It is often necessary to speak
sharply to the shoe clerk. Tell him
bravely that you do not *choose* to wear
a shoe that pinches. Try to look
stern.

Fortunately shoe clerks are usually
small, timid men. Or we would
often see them at the door of their
shops waving their fists and daring
a customer to come back.

If some men haven't the best
of friends it's not because they
don't try to get the best of them.

THE DAD.

My neighbor has to plug and dig,
His salary isn't very big,
Young appetites he must appease
With lots and lots of bread and
cheese,
Young feet that scramble, klek and
skuff,

Seem never to have shoes enough,
And now and then a youthful fil-
ter means another doctor bill,
My neighbor's life is such a grind
What joys or pleasures does he find,
Unless perhaps, at close of day,
The chase to meet him up the way,
When there is a loudly rumpling up
Four kids, a wagon and a pup,
Except for little things like that
I'm sure his life is dull and flat,
He has to plug, his wage is slim,
.... And gosh, but how I envy him!

PRINCE.

Of many men we like the one
Who's always square and white,
Who does a lot of things in fun
But none at all in spite.

PERHAPS NOT.

Alas, when our wives and our sisters
Are wearing the garb of the male,
And aping the manners of misters,
Disdaining the frocks of the frail!

With never a skirt nor a sash on
They'll soon be a-rollicking by,
(We note in a journal of fashion
That trousers are taking their eye!)

Alack, when they soon will be flitting
To dinners and parties and teas,
And learn to be mindful in sitting
To care for the crease at their
knees.

They'll yet be at carrying matches,
That husband will bellow in spleen
Whose wife deliberately scratches—
But maybe you see what we mean.

Us men at the thought are all quaking,
We ought to speak firmly and say,
"You've really no right to be taking
Our dearest possessions away!"

Yet here it one means we might
mention,

If we can agree not to bawl,
Or pay them the slightest attention,
They'll likely not want 'em at all.

The man who knows how to
pull out of a slump is no slouch.

EASY!

The boss paused at the door on his
way out and called to the junior clerk:
"By the way, Wallace, if Miss
Peachie, the new stenographer, should
be in while I'm gone will you hold
her till I get back?"
"I should say so!"

GOSH!

If (Edward M. Tierney) plucks
from the cerulean blue the shining
stars of rhetoric, and, while thousands
exclaim and admire, arranges them
in a spangled, splendid galaxy of
shining marshaled words. To him old
Noah Webster's great collection is a
fascinating storehouse from which,
like a bee in search of sweets, he filts
from word to word, selecting an ad-
jective here, culling there a verb or
noun or adverb, and then combining
them into a honeyed fabric which
startles even while it charms.—Ingh-
amton, N. Y., Republican-Herald.

PERISH THE THOUGHT.

If the maidens love the heroes in the
movies,
(And to hear them rave it really
seems they do)
If they really think they care for the
Francis Bushman hair
And the sport-shirts that are worn
by quite a few,
If they love the movie heroes' hand-
some manners,
If they think they are as sweet as
they have said,
And if then they chance to meet one
they think is just that sweet,
How we hope they never pick him
for to wed!

BLESS IT!

If after writing reams of rhymes
On everything from crops to Cupid,
One finds perhaps, he feels at times
A trifle uninspired and stupid,
When thought would really discom-
mode
And themes are scanty altogether,
One does another deathless ode
Upon the weather.

Oh, theme beloved of mortal men,
Oh, topic of their daily patter,
How oft you stir the fabled pen
Providing it with subject matter!
Thought naught your contemplation
has

Of thrill, erotic or exciting,
It often serves a purpose—as
The present writing.

And so in a very thankful mood
We wish thee blessings and
bonanzas,
Expressing of our gratitude
In three extremely clever stanzas,
You serve us when our thoughts are
thin,

When overspent and on the hum-
mer—

And let us add that it has been
A lovely summer!

When a man's wife begins to
understand him he begins to think
he is misunderstood.

THINGS HARD TO BEAT.

Hotel bills.
China eggs.
A boxer's head,
Your own widow.
U. S. A.

OH!

She moves with such a pleasant
grace,

She has so bright and fair a face,
Her slightest word delights me so,
The voice so musical and low,
To feel the kindness of her glance
Is such a happy circumstance,
That I would gladly risk my life
Would she consent to be my wife,
Except for this one reason, viz:
Thank heavens, she already is!

SNIBBERS.

The man who knows when to keep
his mouth shut is a wise man and
the one who knows how is not stupid.
Some men think they haven't made
much out of themselves unless they've
made a lot out of others.

There is one born every minute,
including the young one who makes
his girl guess "who is talking" in a
public phone booth.

A lot more people believe what
they hear than believe what they say.
And some people never overlook a
chance to overhear.

THE FACE.



The face is perhaps our most valu-
able organ, or member, and it is in
almost constant use. With a little
care, such as an occasional washing
and the removal of whiskers or any
other unsightliness that might grow
upon it, the face can be kept neat and
trim and a comfort to its owner. Al-
most every plane of animal life has
a face of some sort, although in
some of the lower orders, such as soda
clerks and piano-movers, the face has
a very undeveloped appearance. For-
tunately we live all our lives behind
our faces, where we see little of them,
and in most cases other people who
are in front of our faces have to stand
more than we do. If you could man-
age to go down the street tomorrow
with a new face of your own design
and one more likely to please those
who see it go by, it would cause wide
interest and your new face would be
photographed and put in the paper.
There have been a great many faces
since the world began, all different,
but few have been entirely satisfac-
tory. If you don't like your face as
it is you might make a few altera-
tions and brighten it up with pleas-
anter looks. You will probably have
the encouragement of your wife in
this undertaking.

WHEN A BAND GOES BY.

There's an awful lot of grinning
In the crowd along the street,
There's a sort of twitch beginning
To be felt in many feet,
One and all are beaming brightly,
There's a gleam in every eye,
And we're feeling gay and sprightly
When a band goes by.

Though we're feeling dull and drowsy,
Drab and dreary, glum and blue,
Fretful, finicky and frouzy,
As indeed at times we do,
Though the moods are hard to banish,
And it's honestly we try,
How completely they will vanish
When a band goes by.

We will laugh in childish laughter,
(Though we'll be a trifle old)
If at any time hereafter

While we play a harp of gold
We can practice at our strumming
Till we play with dreamy eye
The old tune that set us humming
When a band went by.

A lot of men who think they
take everything in never learn
enough to carry anything out.

COURSE NOT.

Prevarication is the curse
Of fibbing Wallace Blandwell,
We all admit he lies well but
We know he doesn't stand well.

JAZZ.

He played I think a clarinet
Or something else that I forget,
But anyway I caught his eye
And asked him would he tell me why
His band was Jazz and how it came
To have so curious a name,
He looked a little hurt and pained
And so I hastily explained
That I, of course, could understand
Why one would call a band a band,
"But what," I said, "a Jazz may be
That is the point that puzzles me!
And furthermore, I want to say
You'd better tell me right away!"
I pulled his hair, and jerked his nose,
I also stepped upon his toes,
And then to hasten his reply
I poked my finger in his eye.
Said he, "I have an aunt so fat—"
"Come, come," I said, "we'll skip all
that,
Just tell me why your band is Jazz,
Whatever reason that it has."
He cocked his head and smirked at
me,
"Why Jazz? Oh, Jazz because,"
said he.

WELL-KNOWN LETTERS.

Blackhand.
The Kaiser's. -
T. R.
Love.
I. O. U.

WHY SOB MOVIES ARE SOBBY.

Because bored husbands have a
way of permitting their affections to
be alienated by viperous matrons,
thus causing young wives much re-
gret when they hear of it.

Because beautiful daughters are
reared under such severe home dis-
cipline that upon reaching the years
of indiscretion they steal away to a
large city, preferably Gotham, where
they become abandoned to evil
courses and are later discovered by
the old sweetheart from home upon
whose still loving chest they weep
while under his virtuous and scorn-
ful gaze their companions shrink in
abashment.



Because harsh husbands are forever
cruelly dismissing young and indis-
creet wives despite the earnest plead-
ing of gifted child actresses.

Because young district attorneys
commit the enormity of falling in love
with the daughters of corrupt poli-
ticians and discover the mistake too
late to prevent a close-up, wherein
their efforts to delineate an emo-
tional conflict are harrowing to see.

THE SPINSTER.

The wits and the wags have the
greatest delight,
They laugh till they're light in the
head,
And seldom they're quitting
The joshing and twitting
Of ladies who never have wed,
Whatever the wisdom of those who
may write
The jokes at the spinsters' expense,
We claim in our jingle
That dames who are single
Have often shown excellent sense.

Not always the fairest is copped for
a bride,
Not always the peach it would
seem,
Most any may marry
Some Tom, Dick or Harry,
Who isn't exactly a dream,
The spinster, they tell us, is soured
and dried,
Her meager attractions have fled,
She's loveless and lanky,
Disgruntled and cranky—
But so are a lot who have wed!

There always are peaches unplucked
on the trees
In gardens wherever they grow,
Who seldom are walling
Because they are falling
To collar a hubble or so,
And when you consider the husbands
one sees,
The lazy, the lean and the fat,
The flabby, the foolish,
The mean and the mulish,
You hardly can blame them at that!

IS NEW EDITION OF STANDARD WORK

The hearts of parents, wives and friends are naturally being directed to their soldier boy in camp, or "Somewhere in France." They know about the dangers that await them from the submarine and the new, murderous warfare of the trench, and they have become aware, through the commendable energies of our far-seeing secretaries of navy and war, that there are perils more insidious and deadly and destructive than shrapnel, and they are wondering whether their boy will have to undergo this fiery ordeal and become a victim of this scourge of immortality.

These anxious ones will welcome this volume of Dr. Stall's, which Rear-Admiral Philip deemed of such vital moment that he warmly recommended it to the sailor boys in his fleet. The burning enthusiasm of Dr. Stall's warning words in this book has aroused thousands of young men throughout the world to their peril, and has saved and will continue to save multitudes of our youth from a wrecked and degraded manhood.

A copy of this edition of this standard work, bearing the portrait of Rear-Admiral Philip on its outer cover, and his unsolicited words of praise that show how near to his heart were the boys of his command, should go to every one of our soldier and sailor boys.

"What a Young Man Ought to Know," by Sylvanus Stall: Philadelphia, The Vir Publishing Co.; \$1.00.)

GARLAND TELLS HIS OWN STORY

(Continued From Page 17)

sonal history, he has been unable to leave out of it the poetry which is in all of his writings. Bits of natural beauty, glimpses of prairie scenery, winter and summer, all furnish theme for him at one time or another, and it is with a poet's vision that he sees the continual struggle with nature, and the battle which must be waged constantly with her, to wrest from her the gifts which she has in store.

"A Son of the Middle Border" is a human document of rare and permanent significance. It takes its place unquestionably beside those other masterpieces of American autobiography, Franklin's and William Dean Howells', each of which, in as distinct and characteristic way is a history of its day, portraying inimitably the life and times of its author as this later work—life and times which made much of all that we call American life and American progress.—H. P. A.

("A Son of the Middle Border," by Hamlin Garland. New York, Macmillan Company, \$1.60.)

NEW BOOKS.

The Century Co. will publish this month the following books: "Ladies Must Live," by Alice Duer Miller; "Dormie One," by Holworthy Hall; "The Girl Next Door," by Augusta Seamon; "Wilderness Honey," by Frank L. Pollock; "Political Ideals," by Bertrand Russell; "Sis Says," by J. M. Siddall; "The Golden Eagle," by Allen French; "Camp Jolly," by Frances Little; "The Lost Little Lady," by Emille Benson Knipe and Arthur Alden Knipe; "Boys' Book of Sports," by Grantland Rice; "The Adirondacks," by T. Morris Longstrech; "Heroes of Today," and "Heroes of Service," by Mary R. Parkman; "Piang, the Moro Boy," by Florence Partello Stuart; "Story Book of Science," by Jean Henri Fabre; "Under Boy Scout Colors," by Joseph Ames; "Calvary Alley," by Alice Regan Rice; "Vagabonding Down the Andes," by Harry A. Frank; and "The Rebuilding of Europe," by David Jayne Hill.

A TRADITION.

"There is an old tradition mentioned by Dr. Henry Dwight Chapin in 'Health First: The Fine Art of Living,' that the Chinese employ physicians to keep them well rather than to attend them when sick. In case of illness, the doctor is not paid but penalized for allowing such a thing to happen. This may be largely legendary but it contains the germ of an important truth. As far as each individual is concerned, we shall all agree with Dr. Chapin it would certainly be wiser to pay a physician to maintain one in health rather than to attend one in illness.

Verdun, the gate that will not open, showing the successive campaigns in the region, about which war literature daily is being written.



MIDDLE-AGE

By Richard Butler Glaesner

*I used to think it most undignified
Of what I called "Old Codgers" to appear
In checks, bright neckties, or to pal and cheer
With college boys; and, as for those who tried
To dance with debutantes, I could not hide
Smiles of amusement bordering on a sneer
That baldheads should not know their proper sphere;
Should gambol with so little sense of pride.*

*But since last evening—spring was in the air—
When I observed a mirrored figure pass,
A man of forty prancing to the band,
A portly chap with precious little hair;
Saw him and cursed the honest looking-glass;
Since then—how much it costs to understand!*

—In Everybody's for September.

WITH BOOKS AND WRITERS OF BOOKS

"HAPPY: THE LIFE OF A BEE."

As a child, Walter F. McCaleb loved bees. He felt some of their contrarities, their joyous facing of life, although he could not have expressed it as he does now, having grown to manhood and studied them during an enforced banishment in the Rio Grande country. He has answered this love and wonder of the child by a book, "Happy: The Life of a Bee," just published by the Harpers.

This book is a story to charm and interest young readers. The scientific facts at the bottom are indeed facts, and they are wonderful enough in themselves. The laws, the life, customs, and work of the hive, are shown in a fresh, sincere way, and some uncommon illustrations by Clement B. Davis add a reality and, strangely enough, some fun as well.

Little Happy tells of his awakening to life, his biting through his cell, his first taste of honey, and the delight of his first flight. An older bee, Crip, explains to him the customs of the hive and warns him how to escape danger. Happy gathers honey and makes friends with the flowers; he is nearly drowned in a storm; he helps kill worms that threaten his fellows; he takes part in the swarming from the hive, and watches the founding of a new colony.

BRUCE BARTON.

Bruce Barton, whose new book, "More Power to You," appeared in August, is well known as editor of

"Every Week." The six months following his graduation from Amherst College were spent in a Montana construction camp, where he had a hand in the building of four bridges across the Missoula river. He then left to take up newspaper work in Chicago. "Am't you ashamed of yourself?" said the foreman of the camp, when he left, "a big feller like you makin' your livin' with a little thing like a lead pencil? Why you're big enough to swing a pick."

DREAMED OF HELPING CZAR.

Isaac Don Levine, whose book, "The Russian Revolution," is the first book on the subject to be published in this country, says that: "One of my boyhood ambitions was to become an invisible power for good behind the Czar's throne. It was my notion that poor Nicholas II was very much in need of good influence to counteract the evil ones surrounding him. I would see myself an ukase granting liberty or a constitution in my hands approaching the Czar to obtain his signature. The most fascinating feature about my dream was the swiftness with which the Czar's signature was to transform the land of nightmare and tyranny into paradise. However, my pacific ambition soon evaporated. The revolution of 1905 caught me in its grip. Although too young to become an important member of the revolutionary party, I do not doubt that spiritually I went through as much as the leading active revolutionists.

"THE IRISH ON THE SOMME"

(Continued From Page 17)

Incidents that make for interesting reading. Here is a chapter.

"But almost immediately they were all scourged—especially the Ulster battalions on the extreme left moving towards Beaumont Hamel—machine gun fire poured at them from various points, to the continuous accompaniment of short, sharp, annihilating knocks. The bullets literally came like water from an immense hose with a perforated top. The streams of lead crossed and re-crossed, sweeping the ranks about the ankles, at the waist, breast high, around their heads. Comrades were to be seen falling on all sides, right, left, front, and rear. So searching was the fire that it was useless to seek cover, and advance in short rushes in between. So the lines kept undauntedly on their way, apparently not minding the bullets any more than if they were a driving and splashing shower of hail."

The story of Irish bravery at the front has come back to England by word of pen and mouth but perhaps in no more convincing and pathetic way than in the casualty lists. In every regiment they are fighting, the McCoy's, Hanlons, O'Briens, Donovans, etc.

That this story of heroism is to bear fruits is evidenced in a recent editorial in the London Telegraph which included these lines:

"Whatever the future may have in store, the British people will never forget the generous blood of the sister nation, which has been shed on so many hard-fought battlefields since the world war began."

Macdonagh's book is a part of the record of Irish soldiers. It is an appreciation of heroism that is deserving of recognition, a recital of deeds that cannot die. It is well told and direct and a war book to be read by all of the allies. It is interesting to note that the recital of incidents of blood and brutality has not robbed the Irish writer of his vein of romance for he concludes:

"War has outwardly lost its romance, with its color and pageantry. It is bloody, ugly, and horrible. Yet romance is not dead. It still survives, radiant and glowing, in the heroic achievement of our soldiers, and the tender impulses of their hearts." Macdonagh has written well of deeds deserving immortality.—A. B. S.

("The Irish on the Somme" by Michael Macdonagh: New York, Hodder & Stroughton.)

TO ADDRESS CONFERENCE.

Gardner L. Harding, author of "Present Day China," has been invited to address the thirteenth annual conference of the Chinese Students' Federation at Brown University, held from August 30 to September 6. Other speakers will be Dr. Wellington Koo, Chinese minister to America, and Governor Beekman of Rhode Island. Mr. Harding, whose reputation is established as an authority on political conditions in modern China, will speak also at a country-wide convention of the Chinese Nationalist League, to be held the week of September 1 in New York. Sun Fo, son of Sun Yat Sen, has described "Present Day China" as the best current book on liberal China.

NEW BOOKS.

D. Appleton & Company are publishing this month: "The Broken Gate," by Emerson Hough; "The Secret Witness," by George Gibbs; "The Quest of Ledge Dunstan," by Alfred Treadwell Sheppard; "Treasure and Trouble Therewith," by Geraldine Bonner; "Miss Dulcie From Dixie," by Lulah Ragsdale; "Christine, a Fife Fisher Girl," by Amelia E. Barr; "Cousin Julia," by Grace Hodgson Maudran; "Alexis," by Stuart Maclean; "How to Fly," by A. Frederick Collins.

In my imagination I shot policemen, dynamited ministers and governors, and visualized myself in the role of a hero defending my home against a mob of drunken Black Hundreds in the midst of a pogrom."



Art by Laura Cride Bowers

Today's Offerings at Oakland Gallery

Today Oakland is rich in aesthetic offerings.

Perhaps it would not be overstating the facts to say that it is one of the richest days the Gallery by the Lake has offered east-bay lovers of art in its various manifestations.

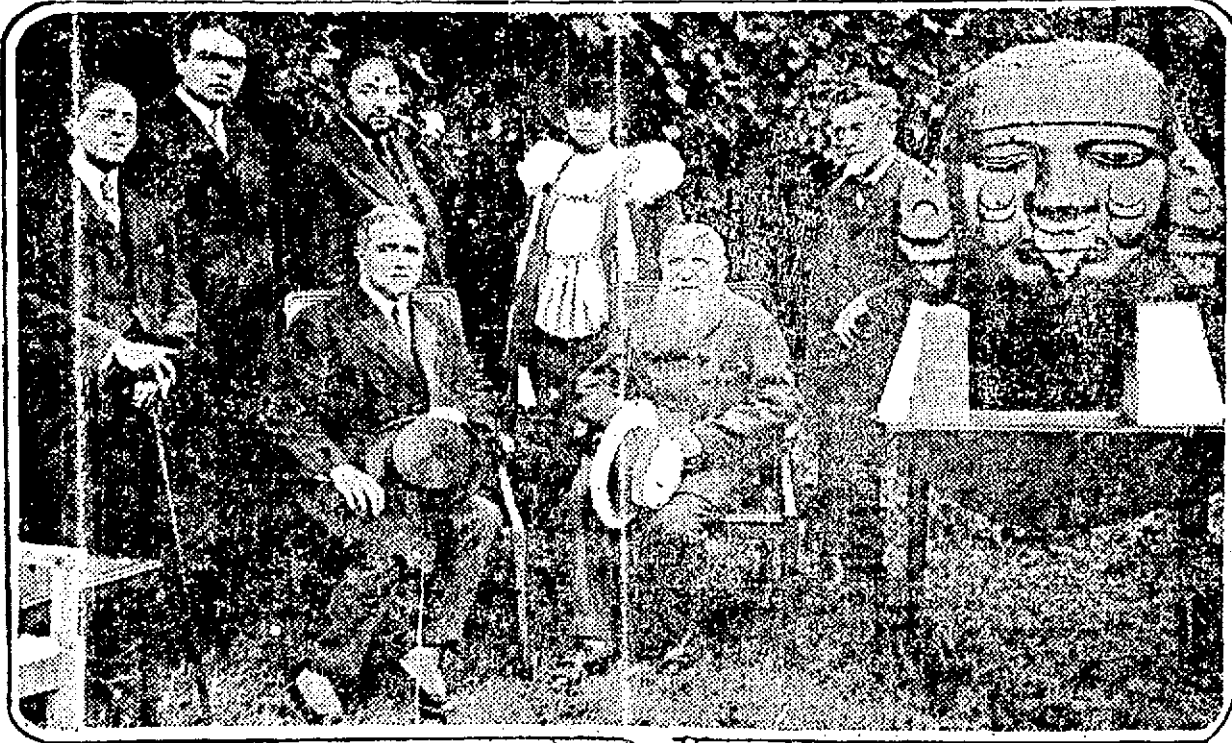
To begin with, there is the George Bellows exhibition, having its first revelation in the West—his lithographs and his paintings. And these are enough for one day's refreshment, with many another dear day to follow.

Then the pictures and objects of art that have been rounded up for the Auction Unique to be given for the Oakland Branch of the Red Cross on September 28 in the rotunda of the City Hall, will be on exhibition. And among them, incidentally, are canvases by Arthur Matthews, Lucia Matthews, H. J. Breuer, Louise Mahony, Christian Mulgardt, Harry Seawell, E. Stevert Weinberg, Alice Best, Harry Best, William H. Camenson, William A. Gave, Phillips Lewis, Ray S. Boynton, Carl Dahlgren, Margaret Herrick, Seldon Gile, Celia Seymour, W. S. Rice, Willis Collins, Alice Carter, F. B. Davis, Bessie Douglas Short, C. A. Rogers, and a few others still on the way. Besides these—and Finn Haakon Frolich, major dome of the gallery and superhuman dynamo, asseverates that there is not an unworthy thing in the whole collection—Dr. Thomas H. Winslow is contributing an engraving, Anne Bridgeman three of her photographic studies, W. V. Bragdon, pottery; the Dabutsu of San Francisco, vases; T. Z. Shiota of San Francisco, vases; Copper Shop, a basket; Miss Grace Pfister, ceramics; Mrs. Jack London, autographed books of her late husband; Finn Haakon Frolich, a medallion of George Sterling; Genevieve Rix, an autochrome of Julian Rix, and George Royce, an autochrome of Peter Kyne. Then Fred Morecom has contributed a painting—I know not by whom—and is frantically, gratuitously, a number of small canvases. Now, that's very nice of Mr. Morecom. Mr. Saake, Oakland's other art dealer, has promised to send something, but it has not arrived yet—but will—for the Big Cause.

Now, that's not an unworthy collection, and the Flying Squadron is still out (Wednesday) across the bay and on this side in high-geared cars, commandeering additions to the collection, which you may survey at your heart's ease on Sunday.

Then, to socialize the Art Gallery—one of the great movements of the times where live people have their habitat, a concert will be given at three o'clock, under the direction of Miss Hazel Nickols, offering Miss Christine Howell Butler, and Miss Jessie Moore, pianist. Following the little concert, two short talks will be given by Johannes Helmers—a current exhibitor—on "The Fundamentals of the Emotions of Art," and by W. S. Rice on "Pen and Ink Drawings." Mr. Rice is likewise an exhibitor, showing a charming group of woodblocks.

Who, pray, in Oakland, need spend a dull Sunday?



In the front row, left to right, are M. BENEDITE of the Louvre in Paris; M. QUINTANILLA, Mexican minister to France, and M. RODIN, the noted French sculptor. M. Quintanilla, Mexican minister to France recently, in behalf of his government, presented to M. Rodin, the world famous sculptor, a rare piece of Aztec sculpture. The sculpture is in excellent preservation despite its rare old age. Similar monuments have been found in the Central and South American countries and they are the last traces of the ancient Aztec civilization. M. Rodin recently married his old devoted campagne who had been his model for years and who is said to have inspired many of his masterpieces.

George Bellows, What of Him?

A young stalwart of the American world of art is among us—the artist himself at Carmel—and his work, the sum of the artist, at the Oakland Gallery. Knowing the work, you will come to know the painter, and knowing the big-visioned Easterner is to gladden your soul. He sees in every experience of life a subject, and he sees it vividly, wholly, and eloquently, and with an economy of means. Thus there is an economy of effort on the part of the observer to get the story, or in the parlance of art, to react to the picture, to feel the emotion intended by the painter.

Among the appreciations of Bellows that have appeared throughout the country from time to time, Mrs. Rose V. Berry, docent of the Palace of Fine Arts, offers a critique in the Christian Science Journal that states in lucid terms another's view of the big Easterner. Here it is:

"Among the prominent artists working in Carmel-by-the-Sea this year is George Bellows whose art has taken a prominent place in the United States in the last few years. An artistic descendant from Henri, possibly, Bellows is making a way of his own with skill and excellence, building a way with color as a sculptor models with clay.

The best key to Bellows' painting is his lithography. In studying this the observer knows at once that Bellows is at the feet of Michelangelo—there is a sculptural quality, a forcefulness in all that he draws, no matter what the subject. His drawings of prison crowds as they listen to their chaplain hold one spellbound. There are etching gladiators, in fierce clutch, which have a remarkable beauty and power of fascination. One in particular appears worthy of Rembrandt—three nuns walking abreast, under a great archway—and seems to have been taken from some cathedral doorway in the Old World.

Bellows is very much in earnest in his lithography and has a complete equipment of his own. In passing from the print to his canvases one discovers kindred characteristics; volume, virility, unusual subject matter treated in an original manner, with strong contrasting colors in the

canvases substituted for splendid masses of light and dark in the lithographs.

"Whether the landscapes and marines of Bellows will please the layman or not depends upon the liberty allowed the painter. This artist uses the landscape as an inspiration for his picture, not as an admired scene to be imitated. Hence the landscapes of Bellows can go unnamed and mean as much, and the marines may be anywhere; and are literally speaking composites plus much of the telling individuality of this artist.

"Bellows stands alone in his figure compositions; his handling of a type or a character study is great. Two fine portraits of his little daughters, Anna and Jean, have been completed since he arrived in Carmel; while all who have seen his portrait of an old Spanish fisherman proclaim it his masterpiece, beyond a doubt, believing that it will win him honor and distinction in the Academy this winter."

Since this was written, Mr. Bellows has completed a portrait of Paul Clark, son of Mr. and Mrs. Charles Clark, of San Mateo. It is within the possibilities that this portrait may be shown with the Carmel group of pictures, as well as "The Knock-out," owned by Mr. Clark, and one of the notes canvases of the young eclectic.

A word more about the lithographs.

Mr. Bellows and a group of interesting Eastern painters, all obsessed with the charm of etching and lithographing as a corollary to their painting, recently organized and exhibited in New York under the name of The Painter-Gravers of America.

Among them were men whom we grew to know at the Exposition—J. Alden Weir, Childe Hassam, Frank H. Benson, Ernest Haskell, Albert Sterner and a few others.

These enterprising fellows came together in response to an international renaissance in these allied arts—etching, engraving, and lithography—that interest in them be directed and not controlled. Indeed, it was the same impulse that impelled the organization of our California Society of Etchers.

In both organizations, interest is directed to the successful work of Americans, that their countrymen may not feel the necessity of going over the seas to possess themselves of good examples of these refined forms of art.

How About the Camouflage?

In a week or two when the embryo officers of the training camp at the Presidio will have been limbered up and properly prophylactized, they are going "to dig themselves in," just as much "in" as though the airplanes of the Huns were sailing over them with bombs in their vast pockets.

And—this is where it concerns the art page—the warriors will have to "camouflage" the debris that comes out of the dug-outs, and otherwise dissemble the underground village.

"How are they going to do it?" ask the artists.

What preparation is being made to make the "camouflage battalion" an effective unit of the U. S. army?

Over in France, the Battalion de la Camouflage is a recognized unit of the fighting forces, with the great Forain as its chief, and with it the great masses of the younger artists are serving.

True, in New York, a central body has been formed,—the American Camouflage, with many leading artists enrolled, among them Sheldon Pennoyer.

And the organization of a branch—the Western branch of the American Camouflage—with Sheldon Pennoyer, Arthur Brown, architect; Bruce Nelson, painter, the moving spirits.

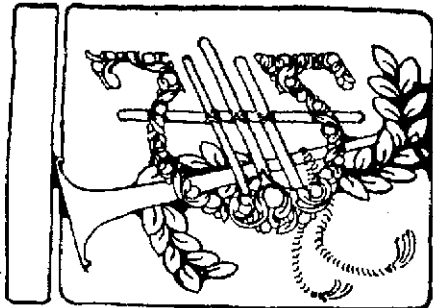
From round-about sources, it has not been difficult to gather that the military authorities at the Presidio or at any of the camps, for that matter, have not taken the matter up with avid enthusiasm—it is with them yet a thing apart from fighting.

But now that the real thing in trench-digging and shoring up for real dugouts is on the cards, where the men will live for an allotted time—three days at a stretch, says an army-wise man—camouflage becomes part of the game. Obviously, it is the very quintessence of the game—the concealment of the trenches and dugouts.

And perhaps the new experience will visualize the camouflage battalion as a real part of modern warfare.

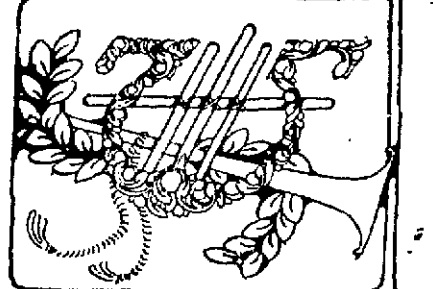
The officers of the Western branch of the American camouflage have been located at the California School of Fine Arts, but recently all communications in regard to membership

(Continued on Page 24)



MUSIC

By C. B. Brown



In his interesting little volume, "Music and Life," Thomas Whitney Surette makes by implication an attack upon music criticism of the literary and metaphoric type as being evasive and misleading. He says:

"Music does not deal with objects. It cannot portray a ship or a star. It may seem to float, it may flash for a moment, but it does not describe or set forth. Furthermore, it cannot, strictly speaking, give expression to ideas. It may be so serious, so ordered, so equable—as in Bach—that we say its composer was a philosopher, but no item of his philosophy appears. Above all it is unmoral, and without belief or dogma."

"Too much stress can hardly be laid on this negative quality in music, for it is in this very disability that its greatest virtue lies. I shall refer later to the frequent tendency among listeners to avoid facing this problem by attaching meanings of their own to the music they hear. I need only note in passing that these so-called 'meanings' seldom agree, and that the habit is the result either of ignorance of the true office of music or of mental lassitude toward it."

Later in discussing the symphony, he asserts: "You cannot understand music by translating it into other terms, or by preserving your associations with the world in which you live. Mind and feeling, sublimated by the magic of these sounds, must detach themselves and rise to a world of pure imagination where there is no locality. . . . Listening to a symphony should consist in giving yourself freely to it; in making of yourself a passive medium. . . . I would go so far as to say that the proper goal of a music education should be to arrive at such a state of impressionability to pure music as would leave the mind, the feelings, and the imagination free to act subconsciously without active direction, and without struggle."

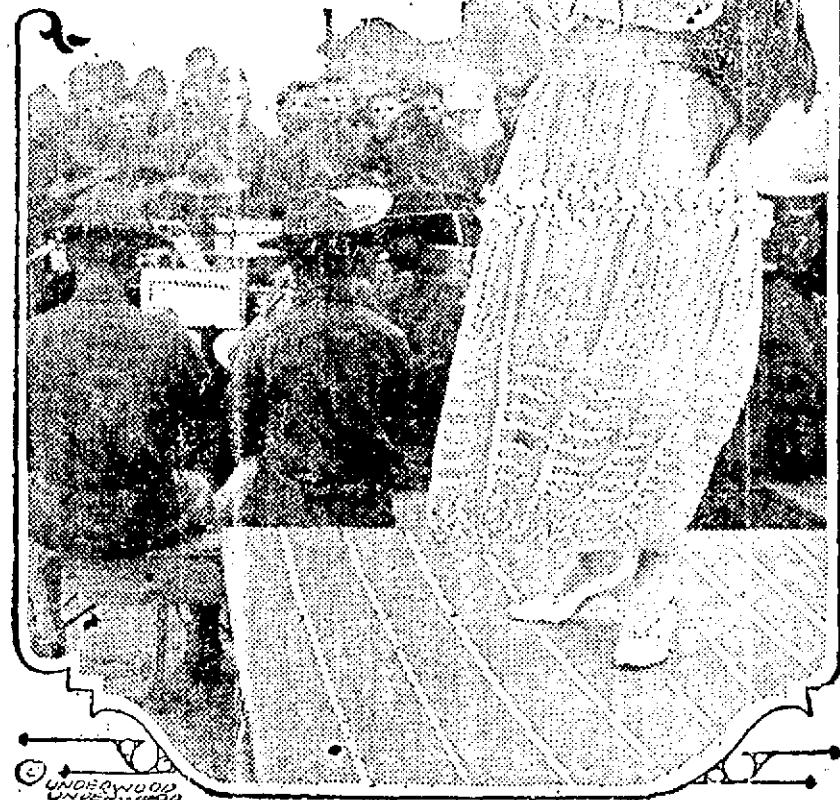
It seems to me that Mr. Surette takes a fallacy as one of the bases of his argument. He assumes that every person has the faculty of understanding and enjoying pure music. This is as untrue as the assumption that every person can see beauty in the binomial theorem and find enjoyment in working out problems in differential calculus. The mathematical and musical types of mind (closely related in their essence) are rare.

The average man finds great difficulty in focusing his attention upon a problem in the higher mathematics because of the utter absence of concrete images. He gropes about for something definite upon which to rest, and finds nothing but x and y and other symbols. In the same way, he finds a string quartet or a symphony incomprehensible unless it is provided with a definite "program." He must have some pegs upon which to hang his emotions. Let him listen for the first time to Saint-Saens' Opus 40, without knowing its "program" title, and he will gather very few and very vague impressions from it. Let him be provided beforehand with the knowledge that it is the "Danse Macabre," and he will get a very considerable amount of intellectual and emotional enjoyment out of a first hearing.

I am not contending for a moment that Mr. Surette is not right in asserting that music "cannot be translated into other terms." That is a self-evident axiom. But the attempts at translation will continue to be made by listeners as long as man continues to think in sensuous images. When the time comes in the evolution toward the Übermensch that the average man can read with pleasure a treatise on quaternions, that will be the time when he will be able to enjoy music as pure audible form without a thought of the "associations with the world in which he lives."

Almost in the same breath in which we assert that music cannot be expressed in terms of color or form, we proceed to speak of violin arabesques

in a symphonic movement or of the crimson flappings of trumpets. It is inevitable, when we wish to convey to another person the effects wrought in our consciousness by a composition, that we should employ visual, spatial and intellectual terms for the purpose. Music is a language by itself, and unless I and my interlocutor speak that language (that is, unless we are composers, thinking in musical idiom), we must employ periphrases and rough translations into



ANNA CASE singing at army camp.

our vernacular when we are discussing a given composition.

By implication Mr. Surette would prohibit music critics from attempting to write verbal descriptions of works heard at concerts. But how else, may I ask, can the critic make himself intelligible to his readers, very few of whom can think in the musical language? The critic knows perfectly well that he is essaying the impossible when he attempts to put into words his spiritual reaction to a new symphony which he has just heard for the first time. But he wishes to convey a faint adumbration of that spiritual adventure to others in order that they may be induced to experience it also. He does not expect that their reactions will be the same as his, but all he can do is to describe his own, using such symbolic terms as will be understood by all men.

The American tour of the Societe de Concerts de Paris has been postponed until next March.

Arthur Shattuck, American pianist, is devoting to war relief work the \$60,000 annual income from the estate which he inherited from his father, P. C. Shattuck, a paper manufacturer of Wisconsin.

Max Rosen, a young American violinist, is making a very successful tour of Norway, Sweden and Denmark.

Tha Lerner will open her fifth American tour in Chicago in October after an absence of three seasons from concert work.

Lella Holterhoff, California soprano, is beginning her second season with concerts in New York state, Chicago and various points in Indiana, Illinois and Missouri.

John McCormack and Fritz Kreisler gave a joint recital last week in Ocean Grove.

Singer and Conductor as Rivals

It would be hard to say whether Margaret Matzenauer, the famous Metropolitan prima donna who is to sing in the Auditorium Theater in Oakland on Friday evening, September 28, or Wallingford Riegger, the celebrated American conductor of the Bleuthner orchestra in Berlin, is the greater attraction for the concert which Frank Healy announces for the afternoon of Sunday, September 24 in the Exposition Auditorium, San Francisco. The program gives more importance to the work of the symphonic director than to that of the vocalist. With an orchestra of one hundred, the following numbers will be given:

"Leonore," overture No. 3, . . . Beethoven
Symphony No. 6 in B Minor, Tchaikovsky
Two numbers from First Suite Op. 42, . . . Macdowell
Tone poem, "Tod und Erlösung," . . . Richard Strauss

Madame Matzenauer will sing "Ah, mon fils," from Meyerbeer's "Le Prophete," and "Amour, viens aider," from Saint-Saens' "Samson et Dalila."

The first concert of the season by the San Francisco Symphony Orchestra under Alfred Hertz will be given on October 12. There will be twelve pairs of Friday and Sunday afternoon concerts and ten "pop" concerts on the alternate Sunday afternoons. The tentative plans for the programs include Beethoven's first and sixth symphonies, Mozart's E-flat and D-major, Berlioz' Fantastique, Suk's first, Bach's motet in E minor, Mendelssohn's "Italian," Schumann's fourth, "Dvorak's fifth, Tchaikovsky's fourth, Brahms' second and third and Liszt's "Faust."

Enrico Caruso has finished a successful season at Buenos Aires and is now on tour through Montevideo, Sao Paulo and Rio de Janeiro. He expects to be back in New York about the middle of November.

Forgotten Airs on the Harpsichord

A Recital Intime will be given on Saturday afternoon, October 20, in the Hotel Oakland by Miss Frances Pelton-Jones, the American harpsichord player, assisted by Octave Blanchard, the lyric and coloratura soprano. The following program will be given:

Prelude in C minor, . . . P. E. Bach
English Suite III, . . . J. S. Bach
Sonata in E minor, . . . Scarlatti

Caro mio ben, . . . Corelli
Se tu m'ami, . . . Pergolesi
Amarilli, . . . Caccini
Le violente, . . . Scarlatti

Sellenger's Round, . . . William Byrd
The King's Hunting Jigg, . . . John Bull
Largo from "Xerxes," . . . John Bull
Harmonious Blacksmith, . . . Handel

A pastorale, . . . Carey
Orpheus With His Lute, . . . Manney
Under the Greenwood Tree, . . . Arne
Lo, the Gentle Lark, . . . Bishop

Soeur Monique, . . . Couperin
Les tourbillons, . . . Dandrieu
Andante con variazioni, . . . Haydn
Marche turque, . . . Mozart

Richard, Cœur de Lion, . . . Gretry
Il regardait son bouquet, . . . Monsigny
Viens Aider, . . . Auteur inconnu

Rigaudon, . . . Rameau
Gigue, . . . Loeilly
Minuet a l'antique, . . . Paderewski

Programs for Chamber Music Recitals

For the initial series of chamber music recitals to be given this season in Oakland by the San Francisco Chamber Music Society, the following programs have been arranged. The concerts are to be presented in Ebell hall.

Thursday evening, November 1, at 8:15 o'clock:

String quartet in C Major, . . . Mozart
Serenade for flute, violin and viola, . . . Beethoven
Piano quintet, . . . Schumann

Monday afternoon, November 26, at 3:30 o'clock:

Novelties for string quartet, . . . Glazounov
Variations for flute and strings,
Piano quintet, . . . Mrs. H. B. A. Beach
Piano trio in B Major, . . . Franck

Monday afternoon, January 14, at 3:30 o'clock:

String quartet in F Major, . . . Ravel
Suite for flute and strings, . . . Bach
Piano trio in B Major, . . . Brahms

Thursday evening, February 7, at 8:15 o'clock:

String serenade, . . . Dohnanyi
Piano suite for flute, violin and piano, . . . Cui
Dumky Trio, . . . Dvorak

It is rumored in Italy that Ruggero Leoncavallo is planning to write an opera especially for Luisa Tetrazzini.

Ugo Ara, violist of the Pionazale quartet, has enlisted in an ambulance corps of the Italian army. His place in the quartet will be taken this season by Louis Bailly.

The annual singerfest of the Connecticut Song-Round has been indefinitely postponed because of the war.

If plans went well, Giorgio Polacco and Miguel Sgualdi began a season of opera in Mexico City last week with a company of 120 and an orchestra of 85.

Sir Edward Elgar has completed his "Spirit of England" trilogy. There are three parts to the work: "The Fourth of August," "To Women" and "For the Fallen." The poems used are from Laurence Binyon's "The Winding Road."

Julia Culp is resting at her home in Holland. She will open her season with concerts in Amsterdam, Hague, Rotterdam, Arnhem and several other cities and will come to America in the middle of December.

Terensia Carreno-Blais, daughter of debut as a pianist in London recently, including several of her own compositions. The late Terensia Carreno made her positions in her program.

U. S. ACTION ONLY HOPE TO HALT STRIKE

GOLD SENT BY GERMANS FROM S. F. TO VILLA

Large Sums Transported From Bay Region by Auto With False Bottom; Taken to Line

WELL-KNOWN BANK SAID TO HAVE AIDED WORK

Secret Service Agents Unearth Transfer of \$400,000; Seek Arrest of German

Transfer of gold from German sources in San Francisco to Francisco Villa and other revolutionary leaders in Mexico was reported on good authority last night. The man suspected of being instrumental in the transfers is declared to be at present in Mexico, whence he is said to have taken between \$300,000 and \$400,000 in gold recently.

Don Rathbun, in charge of the government investigators in this district, and William Tidwell, special agent of the treasury department, have been investigating the case for some time. Although neither man would discuss the matter at any time, it is reported that secret service agents learned that the suspected man took the gold to Mexico secreted in the false bottom of a fast automobile.

LARGE SUMS OF MONEY SENT OVER BORDER

A San Francisco bank employs the suspected man. Some of the directors of this bank are said to have been suspected of activity in behalf of Germany.

Within the past ten months, according to government information, over \$1,500,000 have been taken to Mexico in a specially constructed automobile by an agent of a San Francisco banker, well known in commercial and German-American circles. The last trip saw the transfer of nearly \$400,000. The dangerous transfer, which was made in a chauffeur, built a false bottom in the machine and packed away the money in tightly wrapped rolls of \$20 gold pieces.

It is understood that secret service operatives are awaiting the chauffeur's return from Mexico at the border and that he will be held under surveillance. Two secret service men are in Mexico investigating the agent's associations there and trying, it is said, to find the opposite end of the conspiracy. Should enough evidence be collected to implicate the agent, he will be held as a dangerous alien enemy and be questioned at length in an effort to obtain information regarding the plot.

ACTIVITIES OF GERMAN AGENT REVEALED

For many months government agents have been working on the agent, and it is said, have indirect evidence against many San Francisco and Bay city German-Americans, who stand a chance of being interned for the period of the war. The banking institution, said to be implicated, is one of the largest and strongest in northern California. Directors of the institutions have been suspected of pro-German activities.

Inquiries directed at the bank head said to employ the chauffeur-agent, brought the reply that the man was away on his vacation, but was several days overdue. The agent's mother did not know that he was employed at the bank, according to her story, and said that the reason for his frequent trips to Mexico was business in connection with land he owns there. Described as a handsome, tall German, blond, smooth-faced, the agent is well known in San Francisco and Oakland as a sharpshooter. He holds membership in several German-American clubs. A guard, whose name is unknown, went with the agent on all six of his Mexican trips. The latter has not been home since January, according to his mother's story.

No arrests have been made as yet.

TRAIN SIGNAL MEN

Hindenburg and Ludendorff Are Injured by Plot

AMSTERDAM, Sept. 15.—Private advices from Berlin today were to the effect that both Field Marshal von Hindenburg and his "right-hand man," General von Ludendorff, sustained injuries from which they are suffering in a train wreck which was the result of a deliberate plot against their lives.

11 Billion Bond Bill Is Passed

WASHINGTON, Sept. 15.—The Senate, without even a record vote, today passed the \$11,533,000,000 bond bill. In view of the fact that the simple amendments incorporated during the bill's progress through the Senate do not deal with the fundamentals of legislation, it probably will be accepted by the House with the delay of only one hour or so, and be ready for the President's signature within two days.

The interest in today's debate centered around the efforts of Senator La Follette of Wisconsin to force into the bill a definition of the bonds and certificates which it authorized. He urged that, as never before in the history of the United States, a loan had been floated which did not specify the life of the securities it authorized, that such a definition should be written into the bill.

SUPPORT SLIM FOR LA FOLLETTE PROTEST

He was supported only by fifteen of the fifty-four Senators present. Senators Borah, Brady, Curtis, Kenyon, Jones of Washington, Johnson of California, La Follette, Sterling of California, Norris and La Follette (Republicans), and Senators King, Vardaman, Pomeroy and Hastings (Democrats) voted for the limitations set forth in a specially constructed amendment. As originally drafted, the La Follette amendment specified that the bonds authorized in the pending bill should be redeemable in not less than five or more than thirty years.

Senator Harding, La Follette accepted the suggestion that the amendment should be made to read not less than seven nor more than thirty years. But even as revised it was voted down.

POINTS OUT BENEFIT TO BIG INVESTORS

In presenting his argument favoring greater specification as to the life of the bonds, Senator La Follette pointed out the great advantages derivable to men of vast wealth in investing in these government securities when such securities are tax free. He cited the instance of the Rockefeller subscription to the Liberty bonds—\$15,000,000. La Follette asserted that upon computation it had been disclosed that the "tax free" feature of this Liberty bond issue insured to John D. Rockefeller a net income value of 9 1/2 per cent upon such a subscription.

"The American people, in other words, are obligated under the terms of this bill to pay Mr. Rockefeller the equivalent of 9 1/2 per cent interest on this \$15,000,000 allotment for fifteen years, even if the war with Germany should end tomorrow."

REFUND SYSTEM CONSIDERED IN PLAN

"Under the agreement here proposed, the secretary of the treasury would be enabled, whenever the stability of the market permitted, to refund these bonds and reissue on more favorable interest terms or to recall them all together either in allotments or in the entirety of the issue."

condemning the methods employed in providing for the new loan, Senator La Follette insisted that he was not striving to block the enactment of the bond bill. He insisted that the position he has taken was in consonance with proper financing and the scientific solution of the situation.

SENATE TO HURRY

With the hope of a recess before the December session, Senate leaders tonight speedily cleared the bill from the Senate floor. The bill is reported to "get on the job" next week.

4-YEAR-OLD BOY PEDALS TEN MILES

Tiny Lad, Lost Friday Afternoon in Berkeley, Trundles Tricycle All Way to Melrose

Mother, Family, Police Seek in Vain for Child; Wee Adventurer Makes Self at Home

The call of the road came to tiny Dudley Chisholm Friday afternoon, and he immediately straddled the seat of his rubber-tired tricycle for a tour of the unknown.

He did not think that his mama, Mrs. Andrew Chisholm of 2210 Bancroft way, Berkeley, would worry much about him, and, besides, how was he to know that the police of three cities might find it necessary to send out special details during Friday night and all day Saturday, searching for him?

So, off he went, pedaling gaily into the languid afternoon, when really he should have been home eating bread and jam or playing at hide-and-seek with the kitty-cat. He rode and he rode. The iron and rubber steed took him along smooth sidewalks easily enough and his boyish imagination drew him further from home.

BREEZE AND OPEN ROAD LURE ADVENTURER

How easy it was to speed along with the world passing one's eyes! The breeze that flew past his ears added to his eagerness to be free from the ties of neighborhood and family. Freedom and breeze go together, according to the brain-working of a four-year-old boy.

Somehow, or other Dudley Chisholm, near the Melrose police station. That was nine o'clock Friday night. He had disappeared at four in the afternoon. The lad was unable to tell the Melrose police his name or address. A defect in his speech prevented him telling the kindly man just where to reach his mama. So they gave him some supper and made a soft couch for him on the big office sofa.

Chisholm missed the baby of the family. That was shortly after three o'clock. He had asked permission to play along Bancroft way and, as he had never run away, Mrs. Chisholm thought he wouldn't this time. The lad's four sisters were sent post haste in all directions to trace the boy. The search was fruitless. Berkeley police threw out the official dragnet.

Northern station of Oakland's police got the S. O. S. The policemen of that district went out of their way to try and find a little lost boy, who might be wandering about downtown streets, frightened, hungry, penniless. No lost boy was recovered Friday night or Saturday morning. The mother, frantic with fear that the child might have been victim of a fatal accident or of kidnappers, suffered tortures throughout the night. Her husband is away on a business trip.

SYSTEM DIDN'T WORK RIGHT THIS TIME

While the boy's mother and sisters worried through the night hours, he slept peacefully and quietly in the home of Mrs. William J. Schoening, 1647 Forty-seventh avenue, who lives near Melrose station, and, who, hearing of the little boy's presence, offered him a shelter until found by his parents.

This morning he had a hearty breakfast and played about the yard. Mrs. Chisholm, ignorant of police methods in finding lost children, neglected to telephone the Melrose or Central police and, anyhow, whoever would have thought that a little boy could ride ten miles on a toy-shop tricycle? Somehow or other, also, Central and Melrose station were not notified by Berkeley's police or Northern station, and not until late this afternoon did Mrs. Chisholm learn that the boy was safe and sound at the Schoening residence.

19 MEN INJURED

SALT LAKE, Utah, Sept. 15.—Nine teen soldiers were injured this afternoon about 4 o'clock when a D. & R. G. troop train from Fort Logan, Colo., collided head-on with an east-bound passenger train fifteen miles east of Provo, Utah. It is said no soldiers were not seriously injured, however, several were taken to hospitals in Provo.

Submarine Sunk at Dock; Navy to Probe Accident

WASHINGTON, Sept. 15.—A United States submarine sank at her dock at an Atlantic port yesterday morning, the Navy Department announced tonight. No details were given. The announcement continues: "The cause has not been determined. It is expected that the submarine will be raised within a few days when a full report will be made to the Navy Department. No lives were lost."

Offensive Started by Russ Army

LONDON, Sept. 15.—Russia started a vigorous offensive on two sectors of the Riga front today. Two sections of the front which it was feared had been torn by the Korniloff forces were those which the Russian command today declared had made good advances against positions gained by the enemy in the recent German advance.

No war news of the day gave greater satisfaction here tonight than this refutation of apprehension that Korniloff's rebellion had split the Russian lines open to the Germans. The Petrograd statement told of establishment of advanced Russian posts in the village of Medusa and of the capture of Kronberg. Both cities are in the Riga sector not far from the coast. The war office asserted prisoners had been taken.

Further to the east, on the Pskov road, the capture of the village of Zolotarev by the Russian drive. The attacking troops, according to the war office, moved on toward Lemberg, occupying the villages of Kleizen and Siseral.

WEST FRONT REPORT SHOWS NEW GAINS

On the western front official statements today indicated the French had regained practically all of the ground in Caurieres Wood (Verdun sector) which the powerful German attack of Friday morning had gained for the enemy. Bitter struggles, of the hand-to-hand order, was marking the fighting there. Berlin claimed the capture of a height near Chaume Wood (Champs Elysees).

Field Marshal Haig's reports for the day referred exclusively to fighting in the Belgian sector. He detailed repulse of a strong German attack around St. Julien.

Rome dispatches asserted the Italians have again resumed their violent drive toward Laibach, with considerable success.

ITALIANS FAIL TO CONFIRM NEWS

LONDON, Sept. 15.—The Italian war office failed today to confirm officially the reported capture of the peak of Monte San Gabriele by the troops of General Cadorna. The latest official report from Vienna to be received here is dated yesterday. It asserted that while clearing out trenches on the northwest slope of Monte San Gabriele, the Austrians on Thursday captured twenty-three officers and 635 men. The mountain is under terrific Italian shell fire, the statement says.

The French re-won nearly all of the positions lost to the crown prince's infantry on the right bank of the Meuse earlier in the day. Berlin reported the repulse of a British attack in Flanders, and the French assaults in the Champagne. Sir Douglas Haig announced a slight advance to the east of Westhoek, in Flanders. The Teuton heavy guns continue to batter the British positions north of Langemarck.

THINKS U. S. TROOPS ARE AT FRONT

WITH THE BRITISH ARMIES IN THE FIELD, Sept. 15.—Germans think American soldiers are now on the fighting line. The German high command has put a price on the head of the first American fighting man taken, dead or alive.

WILSON IN PORT, SAFE FROM DIVER

Mayflower, President's Yacht, Reaches N. Y. Harbor After Warning of U-Boat Danger

German Submarine Reported Off Nantucket When Nation's Chief is Cruising Nearby

WASHINGTON, D. C., Sept. 15.—With the safe arrival of President Wilson on board the Mayflower at an Atlantic port this afternoon, the most serious strain under which the navy department and official Washington have worked since the war began, has been relieved.

The President, Mrs. Wilson and the other members of the party for hours were cruising in the very waters in which two merchant captains reported evidence of a hostile submarine. The report was the most circumstantial of the many that have been received since the U-S dropped into Newport a year ago. It spurred the navy department to exceptional activity.

The commander of the naval district concerned was ordered to go aboard the merchantmen and get the statements of the captains. He reported to Washington that their accounts were substantially as published this afternoon. These reports told of wireless calls from the ship apparently under shellfire from a submarine. Coming from two ships the reports were considered well founded.

It was known that the Mayflower was conveyed and that her speed makes her a poor victim for Teuton sea frigates. But the still wearier writer said she is one of the best known craft in the seven seas. Though the navy department will not admit, it is believed that the submarine was a German.

REPORT UNCONFIRMED BY NAVY DEPARTMENT

Destroyers, scouting out around Nantucket lights, near the graveyard of several British freighters, U-S vessels, had been unable up to tonight to find any trace of a German submarine.

The Navy Department, learning that the captain had told of intercepting an S. O. S. call, which was apparently signed "Abbey," took every precaution to learn the truth thereof and to locate the vessel.

During the day, Captain Rush, commandant of the New York navy district, investigated, but so far as the Navy Department had revealed up to tonight, found nothing to corroborate the skipper's tale. Rush reported this afternoon that he did not believe the report.

AN ATLANTIC PORT, Sept. 15.—A report that a submarine had attacked an unknown ship on Nantucket lights yesterday morning, brought here by the captain of a British merchantman, remained unconfirmed from any official source tonight.

The British skipper declared his radio operator picked up a wireless call for help from a vessel which said a U-boat was attacking it. Wireless operators of three other ships arriving at Atlantic ports today asserted they had also heard the call.

The British vessel's operator declared he heard the government wireless at Slanconset reply to the call. Despite this the navy early tonight had received no official word from any government station.

LAST CONFERENCE TODAY; WALKOUT NEARLY CERTAIN

Dispute Involves 32,000 Men, Almost All Engaged on Government Work on Ships, Airplanes and Tractors

TROUBLE SPREADS IN NORTH

With government contracts at San Francisco bay shipyards aggregating \$150,000,000 in jeopardy, and the possibility of work on war tractors, army airplanes and other supplies aggregating another \$50,000,000 being halted, the threatened strike of 24,000 iron-workers scheduled for Monday morning has assumed national proportions. Federal action may be the only hope of halting the walkout.

The seriousness of the situation is recognized when it is realized that all work at the Union Iron Works, Moore & Scott shipyards, half a dozen smaller shipyards, the Hall Scott Motor Company plant and the Best Tractor Company of San Leandro will halt in the event the strike is called, and the plants shut down indefinitely.

Wealthy Man Is Murdered By Servant

SAN FRANCISCO, Sept. 15.—Lying in a pool of blood, his head battered out of all recognition and several bullet wounds in his body, William Schmidt, a wealthy cooper of 534 Bryant street, San Francisco, was found dead in his home by a friend, John Becker, at 8:30 o'clock last night. John Schmidt, a servant, who was arrested shortly after, has confessed to the deed.

Becker, whose home is at 534 Fourth street, had an appointment with Schmidt for 8 o'clock. When his friend did not come he decided to go out to his home to see what was going on.

Reaching the door of the house he noticed John Schmidt, a servant of William Schmidt, leaving the house with two suitcases. He questioned him as to the whereabouts of his master.

"I have killed William," the servant replied. "But he tried to kill me first."

Becker dashed into the house and finding Schmidt dead, immediately notified the police. John Schmidt was arrested half an hour later at the Third and Townsend station, and stated to the police that he had intended to leave for Chicago. He had in his possession the revolver with which he had shot his master.

The motive of the crime has not been determined, but it is said that John had been drinking and William Schmidt had locked him out of the house. This enraged the servant, and climbing in through a window he crept into his master's room and beat him over the head with a small cooper's hammer. Then going to a drawer he procured the revolver and emptied it into the prostrate form of the dying man.

William Schmidt was 55 years old, and was one of the pioneer coopers of San Francisco. His home was above the store in which he and his servant worked.

IS MOTHER SHIP CANNOT MEET MEN ON COMMON GROUND

HAARLEM, The Netherlands, Sept. 15.—A novel mother ship for submarines recently successfully underwent its first official trial in the harbor at Amsterdam. It was built in Holland for the Spanish navy by a well known Haarlem firm.

The vessel presents an extraordinary appearance. It looks like two long narrow boats joined together and its chief feature is a crane capable of raising objects from under the sea to a weight of 650 metric tons and from a depth of about 125 feet. This strange craft is nearly 230 feet long and more than 84 feet wide.

HOLD MORTMANS

SAN FRANCISCO, Sept. 15.—Following the death of Corporal Joseph Smezel, who was run over several days ago by a municipal street car, and who died today at Letterman Hospital, H. T. Puffer, mortician on the car, was arrested on a satisfactory manslaughter charge. He is held for investigation.

(Continued on Page 26, Cols. 2-3)

Always a Leader

IN ADVERTISING AS WELL AS NEWS

FRIDAY, Sept. 14th, The OAKLAND TRIBUNE

Printed Paid Advertising 34,088 LINES

A year ago the same day 23,058 LINES

GAIN 11,030 Lines

Volume of paid advertising over second Oakland newspaper, Friday, September 14th 11,814 LINES

Volume of paid advertising over third Oakland newspaper, Friday, September 14th 31,960 LINES

Volume of paid advertising over both other Oakland newspapers combined, Friday, Sept. 14th 9,686 LINES

KORNILOFF AND FRIENDS FACE DEATH

By William C. Shepherd.
United Press Staff Correspondent.
PETROGRAD, Sept. 15.—General Korniloff and his principal accomplices in the revolt that failed without a shot being fired, are awaiting their fate in the government prison here. No details were given. It was assumed the former commander-in-chief's army had simply melted away, leaving him with a few ringleaders, utterly at odds with the loyal provisional government troops which had surrounded him.

CABINET SPLIT ON RESULTING PROBLEMS

The question has already split the cabinet. Reorganization was still under way today, with half a dozen posts vacant. The public demands Korniloff's death. Some of the cabinet, holding the revolt entirely bloodless and ascribing only patriotic but misguided motives to Korniloff, want to spare him.

Korniloff himself is Russia's foremost advocate of capital punishment. He forced Kerensky to agree to institution of the death sentence again in the Russian army. Korniloff has probably decreed the execution of many soldiers whose military crimes were of far less gravity than his own. The soldiers' committee insist he shall meet death for his ambitions.

COMMISSION TO PROBE ALL ANGLES

Official despatches confirm the capture of the rebel leaders, it appeared likely this evening that the government would hold them without trial until the commission sent to the front to investigate all Korniloff's activities has reported. This commission is now devoting particular attention to charges printed in Petrograd newspapers that Riga was purposely surrendered to the enemy by Korniloff and that stories of recent panicky conditions of Russian troops were manufactured by the late commander-in-chief or his aides to suit his own policy and deceive the public into belief that conditions were deplorable.

TRAIN ENGULFED BY HUGE FLOOD; FLAGMAN DIES

GOLDSBORO, N. C., Sept. 15.—Atlantic Coast Line was engulfed in the flood today, when the engine and nine cars ran into a washout between Goldsboro and Wilmington, N. C. The dead of Flagman Henry T. Moore in the wreck brought the total fatalities in the flood up to four. Engineer T. A. Lawther and the firemen on the freight train were seriously injured.

KAHN ENGAGES WELL KNOWN HAIR SPECIALIST

Prof. John H. Austin of Chicago

Prof. Austin needs no introduction to the people of Oakland. He is a bacteriologist, hair, scalp and beauty specialist of nationwide reputation. Indeed, the people of Oakland are especially fortunate in being able to consult personally with this great professor, who has had thirty-eight years' experience as a hair specialist, and who has won medals and recognition for his work in both Europe and America.



Owing to the great demand for Prof. Austin by the big stores of the country, his engagement at Kohn's will have to be limited—so those who have the opportunity of consulting the professor now will be very fortunate.

Prof. Austin says that using dandruff cures, mange cures, etc., without the proper advice is like taking medicine without knowing what you are trying to cure. The particular trouble with which your hair or scalp is afflicted, and there are many of them—must be known before it can be intelligently treated. For example, one person may require an astringent, another a healthy stimulant, and another an antiseptic for an itching scalp, and still another something to relieve an excessively oily condition.

With the aid of powerful compound microscope, Prof. Austin is able to quickly determine the exact cause of the trouble, and will tell each one what is best to do in his or her particular case.

Both men and women are invited to take advantage of a free examination by Prof. Austin. Women need not take down their hair for the examination. His office hours are from 10 to 12 in the morning and 2 to 4 in the afternoon. Private office.

Iron Strike Is Almost Certain U. S. Action Now Only Hope

(Continued from Page 25)

Indispensable to their government rather than accept its arbitration. "Ships are as essential as guns. Rather than be responsible for one moment's delay in their construction, we are ready to yield our judgment to that of our government, but the unions decline to test their demands by the judgment of the government or subordinate their will to its will. Personally, I am unwilling to believe that the great body of our employees or their associates realize that they are unconsciously performing the work of the public enemy. The necessary consequence of this strike will be to prevent vital war production in every shop affected as completely as though a German soldier stood at its closed door."

NORMAL CONDITIONS ARE NO CRITERION

"Under normal circumstances every situation of the kind would be settled by agreement between operatives and management entailing discord, loss and suffering, but in the midst of war, serious as the injury may be that is threatened to the individual or the nation, it is an unhappy secondary to the grievous damage immediately inflicted upon the cause of our nation and its allies."

"While the foregoing deals with the Union Iron Works alone, the pressing necessities of the government are so great as to require the loyal services of every employer and employee engaged in the metal trades industry. The interest of every establishment, however small or great, is identical, and the situation as it affects the Union Iron Works similarly affects every other shop, and therefore requires unity of action."

The situation is described insofar as an arbitration of differences between shipbuilder and employee are concerned. With each side declaring its willingness to confer and re-confer until the matter is settled, neither side will make any move until some previous indication of intention is given by its opponent. In the meantime the government is investigating the situation with the balance of power and authority fully drastic action if settlement of the situation, on its side.

The discussions which will take place today and will in all probability last far into the night, will be upon a program submitted by the Union of San Francisco, president of the Iron Trades Council. The whys and wherefores of this program which is generally admitted to be the meat of the whole situation, sets forth the employees' contention and the counter-argument of the shipbuilding concerns. If the contentions are deemed more just than the position of the corporations, the strike will not be called. If a reverse condition prevails, there will not be a wheel turning in the iron trades by tomorrow morning.

Admiral Capps, head of the United States Emergency Fleet Board, wired to the Metal Trades Association and the Iron Trades Council last night asking that the strike be deferred until the solution of the shipyards' trouble in Seattle.

The trouble in the Northwest, Admiral Capps declared in a dispatch, is a serious one. These negotiations, he said, should solve the difficulty for the whole Pacific coast. James L. Ackerson, special representative of the Shipping Board, who is now in Seattle, also made an urgent request for delay.

EFFORT TO SETTLE ISSUE IS FAILURE

A final futile effort was made in San Francisco yesterday morning to stave off the strike at least locally, when representatives of the California Metal Trades Association, the employees' organization, and the Iron Trades Council delegates held a special conference at which old ground was gone over for the hundredth time. The Metal Trades contingent remains adamant in their position. The Iron workers were equally insistent that the increases in wage schedules be granted. The conferences broke up later in the day without having accomplished anything.

Unofficially the strike began yesterday morning. It started when the men employed on the night shifts at the various shipbuilding concerns walked out with their personal belongings. The day gangs followed suit later in the day when it came time for them to leave. While technically the strike had not been called, this circumstance emphasized the fact that the men were prepared to stay out and fully anticipated a strike vote this afternoon as a result of the numerous conferences which are being held in an effort to avert.

POLICE READY TO PROTECT PROPERTY

Negotiations over the wage demands had been in progress for several weeks.

The wages demanded by the various crafts follow: Machinists, \$6; molders, \$6; boiler-makers, \$6; blacksmiths, \$6; pattern-makers, \$6; stationary engineers, \$6; station firemen, \$6; sheet metal workers, \$6; copper-smiths, \$6; shipyard laborers, \$2.50; electrical workers, \$6; asbestos workers, \$6; ship riggers, \$6; steamfitters, \$6; foundry workers, \$4; metal polishers, \$4; shipyard carpenters, \$4; joiners, \$6; structural iron workers, \$6; oilers, condenser and pump men, \$11.00 a month; pile-drivers, \$6; ship painters, \$6; shipfitters, \$6.

Anticipating any trouble that may occur tomorrow threatening labor strike is not averted. Chief of Police Nedderman and Commissioner Jackson have surveyed the situation for the purpose of arranging for the most effective police supervision. Should there be acute difficulties it may be necessary for the department to take on extra men. Under the charter the council may provide for the employment of one hundred extra patrolmen.

GOVERNMENT MAY TAKE HAND IN GAME

Already three thousand ship carpenters are on strike in Seattle yards, and 1500 workers out in Portland and Astoria today. Steel workers in Seattle shipyards have announced that if they are compelled to work on scaffolds made from lumber received from mills which work their employees ten hours a day, they will strike.

worth of government shipbuilding contracts would be tied up. Although the strikes in the northwest thus far, have affected only the building of wooden ships, the disaffection was rapidly spreading to the steel shipyards.

A threat of a general strike of all unions in San Francisco had not crystallized late today. Instead of taking steps toward such a strike, as had been expected, the Labor Council called a mass meeting for Tuesday night, "to tell the people the truth about the street car strike."

NORTHERN YARDS PLAN TO REOPEN

PORTLAND, Ore., Sept. 15.—Several of the shipyards, closed this morning by a strike of wooden shipbuilders, will reopen Monday morning or Tuesday morning "as usual." The situation here is expected to be quiet. It is expected that a majority of the nine yards closed down today will be running by the middle of next week.

Of the seven yards on the Willamette and Columbia rivers, nine closed down because of the strike. Construction work on about ninety ships stopped and two thousand men walked out.

As yet the steel shipyards are not affected, but the fear expressed here tonight that the strike might spread to the steel plants.

The strike had practically no effect on two Portland yards, the Coast Shipbuilding Company and the Columbia Engineering Works. At Astoria two yards forestalled the unionists by closing down an hour or two before the strike was set to be called.

The fact that many of the yards working on the government contracts brought the general forecast tonight that the federal shipping board would soon take a hand in the situation.

The men want wage increases, a closed shop policy and the freedom of the yards to walking delegates. Shipbuilding firms are firm in their declaration that they cannot meet the demands.

CONTRACTS SIGNED TO HALT STRIKE

SEATTLE, Sept. 15.—Vested with full power to act for the 20,000 or more organized workmen that it represents, the general strike committee handling organized labor's boycott against lumber turned out in mills operating 10 hours a day, launched a campaign this afternoon to enlist Seattle ship builders, contractors, and other employers in building trades mechanics and labor's allies in a battle to break the alleged combination of lumbermen formed to oppose the strike for the eight-hour day in the lumber industry of the state.

The step was determined upon after conferences with leading employers that had been in progress almost since the hour that the men in the shipyards and on scores of up-town jobs had taken to the streets.

Contracts of this kind were signed late this afternoon by the Skinner & Eddy Corporation, owning one of the largest of the four great steel ship building plants in Seattle; Meacham & Co., a local contractor; and three general contractors and the committee made the statement tonight that promises to enter into similar contracts had been received from a considerable percentage of the general contractors whose work is tied up.

WAR COUNCIL TO DISCUSS AIRPLANES

CENTRALIA, Wash., Sept. 15.—A war council that may bring victory to the allies was held here today.

Leading spruce loggers and manufacturers of the Pacific Northwest—representing the greatest bodies of spruce in the world—laid plans for cutting hundreds of millions of feet of spruce within the next few months for allied airplanes. And airplanes, they say, will win the war.

Eighty loggers and manufacturers of Oregon and Washington representing probably 85 per cent of the total spruce output of the country, pledged their entire output of spruce for the next twelve months to the United States and her allies.

SCHOOL ROUTED BY ANGRY BEES; TEACHER STUNG

MARYSVILLE, Sept. 15.—Angry honey bees swarmed into the Washington school in Sutter county yesterday morning, putting to flight the pupils and their teacher. Miss Elsie Schellinger, according to word received by County Superintendent of Schools Miss Lizzie Vagstad, this afternoon. Screaming with pain, the children ran panic-stricken from the school room, while the teacher, who ran to the door, was fearfully stung about the face, one eye being closed as the result. In her report to the county superintendent of schools, Miss Schellinger says that the bees, which had made their home between walls of the school building, took complete possession of the school room.

KILLED BY HORSE

LAKEPORT, Sept. 15.—John Anderson, who ran a stage among friends as "Dude" Morrison, died last night as the result of injuries sustained while riding a fractious horse. Young Morrison left his father's ranch, riding the animal, to go to Upper Lake. Shortly afterward an automobile party found the young man lying at the roadside, alive but unconscious. The back of his skull was fractured.

On Account of Holiday of Holiday This Store Will Be Closed All Day, Monday, September 17th S. M. Friedman & Co. 533 14th Street 1318 Clay Street

MESSAGES IN CODE DENIED TO SWEDEN

BY UNITED PRESS
LEARNED WIRE TO TRIBUNE

WASHINGTON, Sept. 15.—The clamps are beginning to squeeze on Sweden. The allies, but not the United States—have made her messenger service for Germany a diplomatic issue, and for the present, at least, are not allowing Sweden to send cipher to her legation here.

Whether requests for an explanation made of Sweden by the allies portend a break in diplomatic relations is unknown here. They probably do not—unless Sweden fails to rid herself of German workers. The dismissal of the first secretary of the foreign office proved today to have been only a transfer to the Swedish justice department, and this apparently is only a sop to the allies. The higher officials in the Swedish-Teuton alliance step down.

The reported Teuton reply to the Vatican peace note caused scarcely a ripple here today and there was no comment forthcoming on it. Other elements of settlement in it.

The embargo against Sweden is still on, and because of it Germany is getting less and less outside supplies. The war department denied today its recent revelations about Sweden have any connection with the embargo situation. But despite this, it does have the obvious effect of working Latin-America to shut off credits and supplies.

The British foreign office asserted that the assurances given the British government by the Swedish minister in London and the British minister at Stockholm, the latter by telegram, of foreign affairs, himself, were general in their application.

Officials pointed out it was obvious that objection to the use of British cables for messages by an enemy government would be the same from whatever country the messages came. The Swedish pledge of 1915 covered all countries, it was declared. Emphasis was laid on the fact that such a pledge would be valueless to stop the traffic which it was desired to eliminate, if the Swedish government had only promised transmission via one single country.

U. S. IS TO FIX U. S. IS TO FIX COAL PRICE OCT. 1

BY UNITED PRESS
LEARNED WIRE TO TRIBUNE

WASHINGTON, Sept. 15.—Lower retail prices on hard and soft coal will be fixed by a presidential proclamation on October 1.

Fuel Administrator Garfield today advised consumers to await the new government prices before buying, and revealed plans to prevent industries shutting down or households freezing for lack of coal.

The fuel administrator will regulate millions of tons of coal. From this supply, emergency needs of consumers will be met at government prices.

Dealers "caught long" of coal which cost them more than the retail price the government fixes, will lose. After the date fixed by the President's proclamation, no coal may be sold at retail at a price higher than the one fixed. This price will be determined by the cost of the mine, plus the freight to destination, plus the jobbers' gross profit, plus the retailer's gross margin to be fixed by the proclamation.

As Garfield explained his plan, the government will conduct a banking business in coal. The capital will be the coal requisitioned from the producers.

This capital stock of "spot coal" will be obtained by forcing operators to scale down their contracts. Seventy-five per cent of the coal production this year has been contracted for, but the fact that the government, as a war measure, forces the breaking of the contract, protects the operators from liability.

Garfield will keep in touch with conditions everywhere with the state fuel administrators and the local committees for every county and city. Priority coal questions in a community will be settled by the local committee, in the state by the state administrator, and in the nation by Garfield.

All retail coal dealers will be controlled by license regulations. The retail prices to be announced October 1 will apply throughout the country, regardless of the progress made in appointing state and local fuel administrators. The prices will be tentative, subject to change by Garfield.

Bread Price Kept Down in France Potato Could Be Valuable Aid

By W. S. Forrest
United Press Staff Correspondent

PARIS, Sept. 15.—The housewife of war-ridden France today is paying practically the same price for bread that she paid before the war. The only difference is that today's bread is of whole wheat flour. It is darker than the white loaf of the pre-war days.

The French food ministry today explained to the United Press for the benefit of Americans now facing increased prices for flour and bread how France dealt with the problem. The ministry's statement was as follows:

"During the first two years of the war there was no bread problem in France. We imported all necessary wheat, but even then in view of the transport difficulties, the government was obliged to regulate baking."

As the French are essentially a bread-eating nation, it was necessary to keep prices as low as possible. Therefore the only increase permitted was the raise to five cents of the usual four-cent loaf.

ALL STANDARD TYPE.

"All French bread now is of a standard type. It is made of whole wheat flour which is less tasty, perhaps, but which is equally nutritious."

The government held it inadvisable to tax wheat because the farmers might grow other cereals. Therefore, it was decided to pay the farmers the prices they demanded for their wheat although the flour from the grain was resold at former prices to the bakers.

"To cover the deficit a tax will soon be imposed on the agricultural population. This appears to be the only solution."

"In October bread cards will be in-

duced in France. They will allow a minimum daily allowance per capita of a pound of bread with a maximum of a pound and four-fifths. The latter weight is for the working and agricultural classes, who are greater bread eaters than our townspeople."

"Experiments with potato bread have given excellent results, if the percentage of potato flour does not exceed twenty per cent. The difficulty in France is that the bakers are short-handed and are unwilling to properly cook potatoes before mixing them with the wheat flour."

EASIER IN AMERICA.

"In America, where machinery is being more used in baking potato flour could easily be adopted."

"If American municipalities supplied the bakers with potato flour, the quality of the bread could be maintained and its cost diminished."

"The French government recommends a newly-discovered formula for baking, which is in general use. It produces what is universally called 'pain Francaise' (French bread)."

"It is different from American bread in that it is not baked in French homes, and therefore easier to control."

SAN FRANCISCO, Sept. 15.—Despite persistent rumors to the contrary, there being no official indication from the government that it will commandeer the Hill liners Great Northern and Northern Pacific, the Great Northern Pacific Steamship Company is arranging to extend its service to the Hawaiian Islands.

W. F. Turner, vice-president of the Hill line, who has arrived here from Portland to confer with H. A. Jackson, general traffic manager, states that while the company has received no official word, he accepts as authentic the information from the San Francisco Chamber of Commerce that the ships will not be taken over at least until next spring.

"We will in all probability re-establish our service at Hawaii," said Turner, "with the Great Northern and Northern Pacific, the Northern Pacific, will continue in the San Francisco-Portland service."

Every member of the family circle enjoys and appreciates Lehnhardt's Ice Creams and Desserts Try them today Phone Oakland 496

HAVE IT CHARGED CHERRY'S 14th NEAR CLAY OAKLAND FURNITURE DRAPERIES CARPETS STOVES OAKLAND

Cherry's Credit

Is Based On Low Prices—Small Deposits—Convenient Payments

—Cherry's CREDIT is the EASIEST because we ask little at the start and expect only the smallest kind of monthly payments.

—It's the most ECONOMICAL because you can select tasty up-to-date furnishings here for the same money that is asked elsewhere for the ordinary everyday sort.

—It's the SAFEST because we stand back of you in case of adversity. If sickness, loss of position or some unforeseen condition arises we "carry your account" until you are "on your feet" again.

—Investigate Tomorrow. Find out for yourself why Cherry's customers always send their family, their friends, to CHERRY'S FURNITURE STORE.

These Twenty-Five Specials

And Many Others—(Not Advertised)—Are Unusual Values. Being Offered on Easy Terms Makes Them Doubly Attractive.

—HANDLED LIP SAUCE PAN of pure aluminum—	50c	—9x12 TAPESTRY BRUSSELS RUG in several designs—	\$18.00
Special at		Special at	
—HIGH GRADE CARD TABLES— leatherette or green bair top—	\$2.50	—IVORY DRESSER with French Beveled Mirror—	\$18.50
Special at		Special at	
—36-inch AXMINSTER RUG in neat patterns. The \$9.50 kind	\$6.75	—IVORY CHIFFONIER in the William and Mary type—	\$22.50
Special at		Special at	
—FUMED OAK ROCKER with large seat. The \$9.50 kind	\$6.00	—TAPESTRY COVERED ROCKERS and CHAIRS in several attractive styles. A \$30 value, on sale while they last at	\$22.50
Special at		—48-inch DINING TABLE in William and Mary period. Built of solid oak. Special at	\$25.00
—DINING CHAIR in William and Mary pattern; genuine leather seat and cane back. A \$9.00 value	\$6.75	—TRIPPLICATE MIRROR DRESSING TABLE in Ivory finish. Cane inserts under mirrors—	\$25.00
Special at		Special at	
—DINING CHAIR of solid quartered oak; saddle seat—	\$3.90	—IVORY BEDROOM SET of FOUR PIECES—Worth much more than the special price.	\$75.00
Special at		Special at	
—UTILITY CHIFFONIER in golden oak finish—	\$7.50	—CALIFORNIA WHITE WOOL BLANKETS—Large double-bed size. Special, pair.	\$3.85
Special at		—COMFORTERS filled with pure white cotton. Solid colored borders—	\$2.45
—8x10-ft. GRASS RUG—The highest grade at the price of the lowest grade	\$8.50	Special at	
—BABY CRIB in regulation size—regular price for crib alone is \$10.00. Tomorrow we will give a mattress FREE with every crib at	\$9.85	—FEATHER BED PILLOWS that are sanitary and odorless—	90c
Special at		Special, each	
—TWO-INCH CONTINUOUS POST IRON BED in cream or Vermis-Martin finish. All sizes—	\$9.90	—MARQUETTE CURTAINS, in cream or ecru; silk hemstitched.	\$1.45
Special at		Special, pair	
—FUMED OAK LIVING ROOM TABLE with magazine ends.	\$12.50	—INSERTION AND EDGE CURTAINS in cream and ecru—	\$2.15
Special at		Special, pair	
—100 PURE JAVA FLOSS MATTRESS—Double bed size.	\$13.50	—NOVELTY CRETONNE in	29c
Special at		all colors. Special, per yard	

CHERRY'S 14th ST., NEAR CLAY, OAKLAND

NIGHT CAR SERVICE TO BE RESUMED

SAN FRANCISCO, September 15.—Promising of resumption tomorrow evening of night street car service by the United Railroads was made today. At the same time it was announced by leaders of the striking carmen that the strikers had voted to withdraw their recent offer to return to work under the old conditions and then to submit the question to unitizing to a secret vote of all the employees of the United Railroads.

This public notice of the failure of the latest effort to effect an agreement between the company and its striking platform men was coupled with the announcement that the mass meeting in behalf of the cause of the striking carmen will be held next Thursday evening at the Exposition Auditorium. Donations to the strike fund have been so liberal that the weekly benefit payment this week will be increased to \$8 for single men and \$8 for men with families.

STRIKE LEADERS EXPLAIN.
In announcing that the carmen had withdrawn their offer to return to work, strike leaders said that the offer was made last Monday with the understanding that an answer be given within twenty-four hours. They waited for five days, they said, without having heard from the company, and had decided to return to their earlier demand that the company first recognize the union of the carmen and later arbitrate the questions of wages, hours and working conditions.

Chief of Police White yesterday issued new orders which were intended to keep the police force in the understanding that an answer be given within twenty-four hours. They waited for five days, they said, without having heard from the company, and had decided to return to their earlier demand that the company first recognize the union of the carmen and later arbitrate the questions of wages, hours and working conditions.

Six strikers and their sympathizers, charged with murder in connection with the shooting of James Waters, a conductor, at Sacramento and Arguello boulevard on the night of August 23, appeared before Police Judge Oppenheim today.

The court ordered bonds of four defendants at \$5,000 each. They are David Minkind, John Hogan, Thomas O'Connell and Lawrence O'Connell. The court refused to grant Edward J. Ringus and Charles Canale their liberty. Canale is accused of firing the fatal shot. Thomas R. Caldwell, 404 Maple street, a schoolboy, identified Canale yesterday as the man he saw struggling with Waters just before the shooting. Judge Oppenheim put the case over till September 20.

CHARGE AGAINST COLLINS.
A charge of tampering with a witness was dismissed before Police Judge Oppenheim against Edward Collins, formerly employed by the United Railroads. Collins is accused of giving transportation to witnesses in the cases of J. J. Cohan and John S. Fisher, brought here by the Washington Detective Agency at the time of the strike.

William Parks, employed as a conductor in the Fillmore street car barn, was treated at the Central Emergency Hospital for a superficial stab wound of the chest. He claimed that while he was passing between a crowd of men at Powell and Eddy streets some one stabbed him.

William Le Gette, employed by the street car company, was arrested and charged with carrying a worthless check for \$4.50 on a drugist at 2301 California street yesterday.

DIAMOND JIM'S JEWELS ON SHOW
NEW YORK, Sept. 15.—At a semi-private auction of the unique and marvelous collection of diamonds for which the possessor of the late "Diamond Jim" Brady, the public has found its first opportunity to learn of the actual value and extent of the collection which had earned for its possessor the sobriquet by which he was known throughout the world.

The most prominent jewelers of the east are amazed at the magnitude and splendor of the various pieces. The collection consists of nearly twelve thousand diamonds of the finest quality, a magnificent set of pearls and thousands of other precious stones, the most valuable of which are emeralds, rubies and sapphires.

While the announcement is made that no statement regarding the sale would be made for the present it is said that the value of the jewels at retail prices would approximate \$750,000. The actual value of the gems is considerably higher but the whole collection will have to be converted into its present form. It would not be possible to sell to the average buyer. In the bids, this will be considered.

Here is "Diamond Jim" Brady's famous diamond set:
Ring, one diamond.
Sapphire, a large square diamond, two small diamonds.
Watch, two diamonds (twelve carats).
Tie pin, one diamond (twelve carats).

MOSBACHER'S CLOAK AND SUIT HOUSE
517-519 Fourteenth Street.

On account of Jewish Holiday Our Store will Be Closed All Day Monday, Sept. 17th.

No Place Like Mosbacher's for Values
517-519 Fourteenth St.

Paper Drive Nets Big Harvest Seven Carloads Are Collected

Seven huge freight cars piled high with newspapers!

Such was the result of Newspaper Day—the climax of several weeks' hard work by the committees of the women's section of the Council of Defense, the Oakland Red Cross and the country Anti-Tuberculosis Society.

Participating in the success of this whirlwind campaign were three hundred boy scouts and five hundred and forty school boys who worked hard all day collecting the bundles. Three hundred and twenty automobiles were donated, as well as a number of trucks which were stationed at central points to transport the papers from the machines to the Southern Pacific freight yards.

The committee in charge believes that even now all the newspaper bundles may not have been collected.

and anyone who was not called upon yesterday is asked to telephone to the Red Cross headquarters tomorrow morning, when the bundles will be properly called for.

Just how much money Newspaper Day has netted for the Oakland Chapter of the Red Cross and the Anti-Tuberculosis Society has not yet been ascertained, but the tremendous pile of papers on hand have far exceeded even the most rosy anticipations.

Everywhere the automobiles went the Boy Scouts found a ready response to their pleas for papers, householders invariably having the bundles already ready for their callers. The committee in charge are enthusiastic over the outcome of affairs and express the deepest appreciation to all those who so cheerfully contributed to making the day such a wonderful success.

\$50,000 in Gold For Germany Is Seized by U. S.

GALVESTON, Texas, Sept. 15.—Approximately \$50,000 in gold coin, believed to have been intended for transfer to a German submarine, was removed by customs officials from a Spanish steamer here today, a few minutes before the ship was scheduled to sail for Barcelona. The gold was hidden in a large quantity of ship stores. Sensational revelations are expected from the investigation now in progress.

WAR PILOTS HAVE NO SUPERSTITIONS

By a War Pilot.

Pilots have no mascots and no superstitions. Flying does not encourage them, more especially in wartime. Hard facts are the pilots' diet and hard facts their mark.

There is no room for superstitious uncertainty. Causes are simple and clear—and effects are large. "Something went," or "My engine 'knocked' out." There is no room for terrifying doubt. The thing has happened and the result is there.

For the pilot the escaping of shot or shell is a question of skill and dodging. If you are not skilful another pilot's greater skill will bring you down. If you do not dodge you will be brought down by "Archie."

And the pilot's mistake you make up there, where the balance is delicate, you pay at once. Almost all may be seen, and almost all may be combated. It is a question of individual skill, a question of knowledge and care, a question of fact.

Consequently few pilots are either pessimists or optimists. They just accept things as they are—and in some ways grow harder and harder. Other men may look on their guns and horses as friends personal and lasting. Not so the pilot; his romance does not lie there. And the pilot's varying tempers, and you get fond of them. A horse—well, who can speak of a horse?

But an aeroplane is a machine you smash and replace—and a machine, which, through which every nerve in your body will in time become strained. Its engine may be good—"It has never let me down"—or it may be bad and a brute. But even your good engine will get out of date or be smashed through a bad landing or a mishap. Such mistakes are common. Then it will go back to the works and return different—or perhaps never return at all.

And the pilot's mistakes—do they speak of a "lucky" or an "unlucky" pilot? Never. They speak only of a "good" pilot or a "bad" one. The only time a man is told he is lucky is when he has failed to break his neck despite his bad piloting.

On the other hand, pilots have premonitions—and they are generally fulfilled.

Chain, eight diamonds (forty-five carats).
Fencil, five diamonds (eighteen carats).
Pair studs, two diamonds.
Pair links, four diamonds (thirty-six carats).
Five vest buttons, five diamonds (twenty-five carats).
Combination button, one diamond (ten carats).
Band button, one diamond.
Collar button, one diamond (two carats).
Belt buckle, nine diamonds.
Collar button, one diamond.
Eyeglass case, one diamond.
"J. B. B." monogram, fifteen diamonds.
Pocket clasp, one diamond (nine carats).
Pocketbook clasp, one diamond.
Trick pocketbook, one diamond.

Plant a little seed in THE TRIBUNE Classified Columns and watch for the result. You will gain forty-fold.

DEMAND FOR BIBLE IS INCREASING

WASHINGTON, Sept. 15.—America's religious spirit has deepened and increased since we went to war with Germany.

A canvass of Bible publishers' representatives in Washington today proved that since war was declared the demand for Bibles has been augmented so enormously that Bible printers despair of keeping up with their orders.

Statistics show that there already exist enough to supply every one of the approximately 2,000,000 American soldiers and sailors now abroad and about to go abroad, with a pocket edition of the New Testament.

Singularly enough, the Bible is about the only commodity that hasn't shot skyward in price as a result of increased market demands on account of the war. Pocket editions with shakel covers are most in demand. They sell now, as before the war, at 20 cents each. Leather-bound pocket editions sell for the old price of 70 cents.

"Labor is scarce, some of our best pressmen have gone to war, material is higher, and it is the vacation season," said the representative of a New York publishing house today, "but we are producing the books and keeping the price within reason."

"Every set of plates and every available press in the country is being overworked. Publishers are running their presses eighteen hours a day, and even then we are way behind in our orders. Care is taken, however, to see that every Bible is well made for the boys so it will stand hard usage."

"It is the biggest rush for Bibles we have ever known."

The civilian population is turning to the Bible, too. There is an unprecedented demand for large complete editions of the Old and New Testaments. Pocket testament leagues have been formed throughout the country. They are seeking contributions of \$150 from every 100,000 of the population to pay for the distribution of pocket edition Bibles to the men going to France.

The American Bible Society and the Maryland, Massachusetts, Pennsylvania and other Bible societies are concentrating on the work of getting these little Bibles to the men who want them, and they all seem to want them.

HAS PLANS FOR NURSING SOLDIERS

SYDNEY, Australia, Sept. 15.—A scheme for nursing soldiers from Australia in this war which was launched early in July by Sir Samuel McCaughey, the "sheep king" of the commonwealth, is now in operation.

Sir Samuel, an old-fashioned English pastor who lives at North Yanco in this state, New South Wales. To him Australia owes much. He was a pioneer irrigationist and his sheep ranch in North Yanco is one of the finest on this continent. A few years ago his sheep properties totalled 2,800,000 acres and the number of sheep shorn on them was a million yearly. The wool often reached more than \$2,500,000 in value. He came to Australia sixty years ago from his native town in the north of Ireland and is a member of the Legislative Council, the upper house of the New South Wales parliament. Prior to the war he made important contributions to patriotic funds, including one for equipping troops for the Boer War, and his charities then and now are numerous.

Sir Samuel's latest patriotic gift, terms of which are contained in a deed of declaration now made public, is an undertaking to insure the lives of 500 Australian soldiers. Each soldier is to be insured for \$100,000. If the insured soldier meets with death or total disablement, only recruits who have enlisted since early in July are eligible. The deed provides for other patriotic Australians joining with Sir Samuel in the scheme.

Sir Samuel stipulates that the children of the men insured "shall include illegitimate as well as legitimate children, and dependents shall include the mothers of such illegitimate children." This liberal provision has excited favorable comment in Australia.

The work of carrying out the scheme has been entrusted to a board of four prominent citizens. A year after peace has been declared, should there be any unexpended funds, the money may in the discretion of this board be spent for the further benefit of the insured soldiers or their dependents or it may be turned over to any philanthropic fund or institution connected with the war.

BIG PICNIC TODAY

The final Irish picnic of the summer season will be given at Sherrinmount Park today with Company A, Irish Volunteers, as the host. It will be the twenty-fifth annual military festival held under the auspices of this organization. In celebration of the silver jubilee a splendid program has been arranged. The military features will include a sham battle, wall scaling, bomb hurling, bayonet charges and drills. A field and track meet will be held under the sanction of the P. A. A. Gaelic games, Gaelic dances, literary and musical numbers, pavilion dancing, grotesque races and a concert by the Hibernian band will be other numbers on the program. In charge of the program are Lieutenant D. A. O'Connor, Sergeant James O'Sullivan and Privates P. J. Kelleher, William J. Cottrell, H. Buckley, M. Walsh, Daniel O'Mahoney and C. O'Donnell.

San Jose office of THE TRIBUNE is located at 141 East Santa Clara avenue. Phone San Jose 4766.

HUNG BY A TOWEL

O'NEILL, Neb., Sept. 15.—While Conroy, son of James W. of Tadlock, almost hanged himself yesterday in a unique manner.

The boy's mother was busily engaged in the kitchen. The little man took to playing with the roller towel that is fastened to the back of the dining room door. He placed his head in the bottom loop and began to twist around.

Finally the towel became taut and strangulation prevented the boy from yelling for assistance. His mother arrived in time to bring back animation after working over her son for half an hour.

BIG BEAR KILLED

CHICAGO, Sept. 15.—A local man en route to Vancouver, B. C., Canada, stopped one night at Perdue, Sask., and while at the hotel there heard the landlord relate his experience with a black bear while out on a recent hunting and camping expedition.

The bear measured 8 feet 6 inches in height, the landlord said. The first shot he fired at the monster penetrated one of his front paws. The bear plugged the wound with some moss and began to nose around to see who was doing such careless shooting. The landlord continued firing from ambush and hit the bear in several

other places. These wounds the bear also plugged with cool damp moss. Its growls becoming more terrifying as it continued to poke around in the underbrush.

While wondering if he could hit the trail back to camp without the bear seeing him, the landlord felt about his person and found one more shell. Taking deliberate aim, this shot was sent through the animal's heart and it dropped lifeless to the ground.

A team was procured and the black monster was taken to the station and shipped to Perdue, where it is being mounted. It will soon be on exhibition at the hotel.

PIGS IN DRILL

BELCHERTOWN, Mass., Sept. 15.—Jack Newman has organized his piggy according to the infantry drill regulations. From out of a company of thirty-two.

Every morning before breakfast these thirty-two pigs follow their drillmaster for two miles around the edge of the field, just inside the wire, and then parade across the center.

Newman purposely delayed his appearance one day and found that the pigs went through their usual evolutions alone.

John Breuner Company

Everything for the House

Each day finds our big eight-story store a little nearer perfection—in arrangement, in display, in selection and diversity of stocks.

No one can meet with disappointment at Breuner's—in selection, in price or in credit accommodation, if credit is wanted.

Particular Attention Is Called to

Queen Anne Living Room Furniture

Exquisitely modeled Davenports, Arm Chairs, Rockers and chaise-lounges in old brown mahogany. These pieces are beautifully upholstered—the greater part in silk velours, fitted with bolster cushions and French oval cushions fashioned of the same materials.



\$1.50

a Pair

Lace Curtains

A Big Special in Curtains

We closed out all a big jobbing house had of five patterns of fine Nottingham curtains at a close price and offer these at a special sale Monday, Tuesday and Wednesday only.

These curtains are all 45 inches wide and 3 yards long, ecru in color, and very neat patterns in fine mesh double thread weave, and would be an excellent value at \$2.75 per pair. We offer them for THREE DAYS ONLY AT \$1.50 PAIR.

Special Imported Curtains

We are now showing a very large assortment of imported Brussels-Net Curtains, in Irish Points, Pt. Geneva, Pt. Milan and Pt. de Geuse. All our new stock for fall has been received and is now on show, including a shipment from Switzerland delayed in transit since last fall, which means that these goods, having been purchased at prices of over a year ago, are marked to sell at prices far below the present market value of these goods. These curtains in the finest of Brussels Nets range in price from \$4.50 to \$16.00 pair.



Rocker or Arm Chair \$12.50

Two beautiful "Manor" pieces in solid mahogany. Highly artistic winged design, with cane paneled back and wings and cane seat. The beautifully designed mahogany frames are artistically turned and finished.

Terms Are Most Agreeable
\$1 down—50c wkly

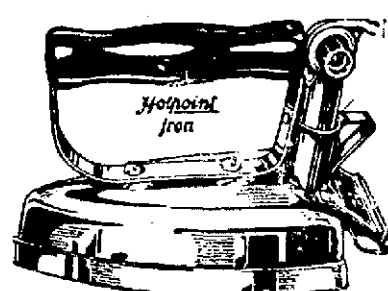
50c Down, 50c Per Week

We are offering the celebrated

"Hot Point" Iron

on specially easy terms.

NOTE—The price of the Hot Point Iron may shortly be advanced. Buy one now on these easy terms and save the advance.



Breuner's Easy Terms

\$10 worth of Furniture,	\$1.00 Down and	50c a Week
\$15 worth of Furniture,	\$1.50 Down and	50c a Week
\$20 worth of Furniture,	\$2.00 Down and	75c a Week
\$25 worth of Furniture,	\$2.50 Down and	75c a Week
\$30 worth of Furniture,	\$3.00 Down and	\$1.00 a Week
\$40 worth of Furniture,	\$4.00 Down and	\$1.00 a Week
\$50 worth of Furniture,	\$5.00 Down and	\$1.00 a Week
\$100 worth of Furniture,	\$10.00 Down and	\$2.00 a Week
\$150 worth of Furniture,	\$15.00 Down and	\$2.50 a Week
\$200 worth of Furniture,	\$20.00 Down and	\$3.00 a Week

Terms that make the easy prices easier

ALWAYS

Some Special Values to Be Found at Breuner's

Red tags that mean very material reductions are put on articles of furniture that are left on hand from broken sets or for any reason have overstayed their welcome.

\$35.00 Jacobean Library Table.	\$27.50
\$28.50 Lamp and Silk Shade.	\$14.25
\$110.00 Jacobean Davenport.	\$85.00
\$60.00 Jacobean Davenport Table.	\$47.00
\$138.00 Overstuffed Chair.	\$112.50
\$32.50 Fumed Oak Desk.	\$18.50
\$22.50 Mahogany Serving Table.	\$18.25
\$26.00 Mahogany Sewing Table.	\$18.00
\$16.50 Steel Beds, enameled.	\$12.85
\$33.50 Ivory Enameled Chiffonier.	\$23.75
\$45.00 Leather Screen.	\$21.50
\$35.00 Colonial Oak Chiffonier.	\$25.00
\$165.00 Dresser in mahogany.	\$115.00
\$67.50 Fumed Oak Book Case.	\$43.75

Special Model Vacuum Cleaner

\$25

\$2.50 Cash

\$2.50 Month

Regularly a \$27.50 value, but at the present time we have a lot of twenty-five sweepers that by special arrangement we can sell at this price.

Fitted with a powerful electric motor, thoroughly well made. The vacuum way gets ALL the dirt.



Breuner's for Chinaware

The big daylight basement with its fifteen thousand square feet of floor space is given in its entirety to Chinaware, Stoves and Kitchenery.

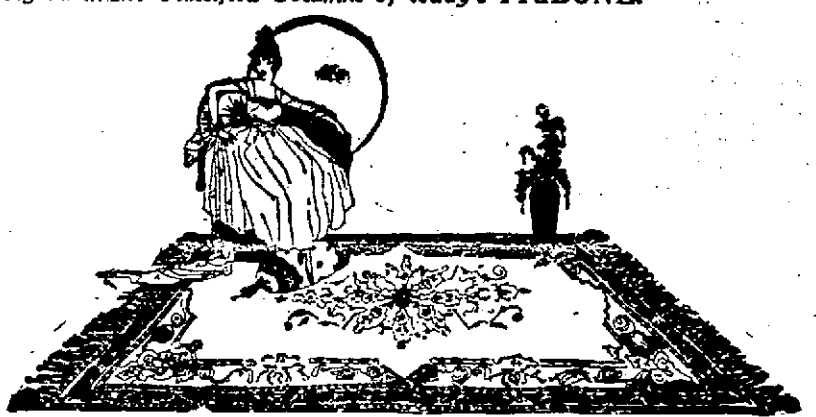
Breuner's Exposition Set \$12.75

A service for six persons in a new decoration. Plain shape, double gold line with small scroll and flower design—made by the celebrated Knowles, Taylor & Knowles potteries, in a beautiful, clear, creamy glaze that will not crack or craze.

Houses, Flats, Bungalows

Our Free House Renting Bureau will give you information on all vacant dwellings and prove helpful in many ways.

This information is free and places you under no obligation. See our big ad in the Classified Columns of today's TRIBUNE.



Axminster Rugs \$25

Nine feet wide, twelve feet long. Axminsters of a very superior quality. Rugs that were contracted for at prices far below the present-day quotations. The result is, we can sell them at this price, \$25.00, and make a profit, too. There is a wide selection of good patterns, suitable for every room and purpose.

All-Wool Ingrain Carpets \$1.07 Yd.

Carpets a yard wide, more wool to the inch. A Carpet that is softer, is more durable and woven in prettier colorings than the cheaper grades of Tapestry Brussels. Costs less per yard and the Carpet is one-third wider—\$1.07 is by no means the regular price. The market value, according to today's mill cost, is nearer \$2 than \$1.

Linoleum 65c a Yard

These are splendid qualities, some of the very best grades of Print Linoleum. If bought today from the mills we would be compelled to price them 85c or 90c per yard. This price does not include laying.

Breuner's

Clay Street at 15th

DAISY POLK WEDS FRENCH ARMY CHIEF

SAN FRANCISCO, Sept. 15.—With in sound of the cannon of the French and German armies, amidst the battered houses of the French garrison town of Lunenburg, Harry a mine and a half from the first-line trenches and "No-man's-Land," Miss Daisy Polk, formerly of San Francisco, yesterday became the bride of General Louis Joseph Marie Robert de Buyer, most distinguished cavalry leader in the French army.

The wedding was celebrated yesterday, immediately after the civil and religious services, to the bride's brother in this city, Willis Polk, the architect.

The marriage was characterized by war-time simplicity so far as appointments and costumes were concerned, but the guests assembled to witness the ceremony that united the gallant warrior to the young American woman who has done so much to rehabilitate his devastated country were among the most famous persons of France.

President Poincaré attended. So did General Joffre. Others were: Ambassador Sharpe, American representative in France; Miss Mary D. Crocker of San Francisco and the Princess Poniatowski, sister of Mrs. William H. Crocker of San Francisco.

The bridegroom of the romantic wedding was known as the "Sheridan of the Allied Armies," and is said to be one of the most dashing figures in the French cavalry. He met Miss Polk at one of the villages on the front, where she was engaged in the work of rebuilding the beautiful old edifices razed in the early days of German bombardment.

Miss Polk, Madame de Buyer, was affectionately known throughout France by the sobriquet of "Made-moiselle de Chez Nous" or "Miss One of Us."

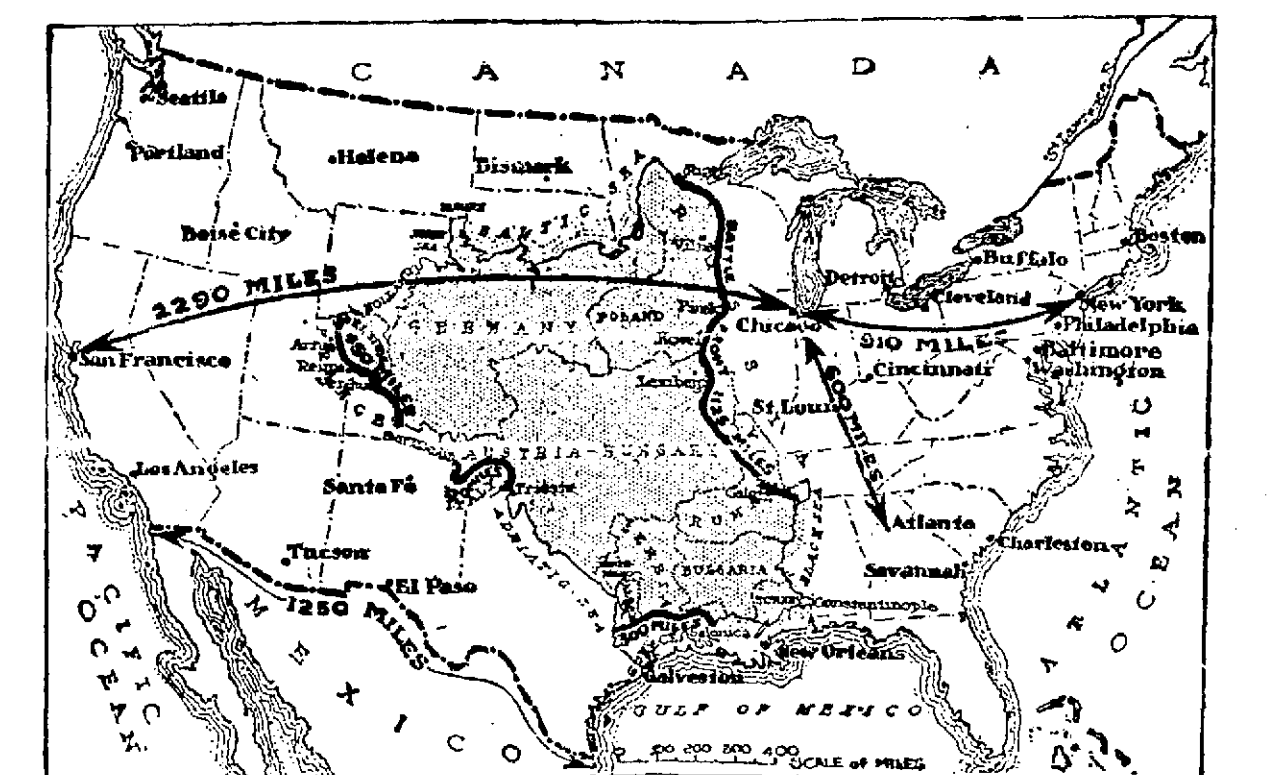
After giving two years to hospital and relief work Miss Polk turned her attention to the rehabilitation of the ruined villages. For more than a year she has been superintending the rebuilding of the fifteenth-century village of Vitremont, in the valley of Lorraine. The work was financed by Mrs. William H. Crocker of San Francisco, who placed Miss Polk in complete charge.

BELGIAN GIVES PRAISE.

During the recent visit to San Francisco of the Belgian Commission, the party was taken to the Burlington home of Mrs. William H. Crocker, a member of the commission, seated by the side of Mrs. Crocker at the breakfast when Miss Polk, expatiating upon the goodness and generosity of the California woman, who had made possible the rebuilding of Vitremont and other French villages, Mrs. Crocker smiled and graciously changed the subject. After the French Belgian asked the name of the lady who had next him, saying he had not caught the name when presented.

"What was her name?" Crocker asked. "What was her name?" Crocker asked. "What was her name?" Crocker asked.

Europe's Battle Map as It Would Look Over Chart of United States



War Area Across Water As Compared With the Area of This Country; Some Figures

Europe's battle lines can in no way so well be brought home to the appreciation of Americans as by superimposing their boundaries upon a map of the United States, as has been done by Roberts & Co., Ltd., of London. It shows that territorially the lines cover 2800 miles, a distance only 95 miles less than that from Chicago to San Francisco bay, and that the countries hedged in by them form a ribbaldy wedge extending on one side comparatively from the western end of Lake Superior nearly to New Orleans, and on the other side from Salt Lake City nearly to Galveston.

The battle line of 1125 miles, from Riga to Galata, constituting the eastern front, begins in American terms west of Lake Superior, winds eastward to Chicago, and proceeds south to the Mississippi river in the latitude of Atlanta. There are 300 miles of Salonic front, which corresponds to the same distance in Northern Texas. Italian activities, in the Alps and the Adriatic, a distance of 330 miles, would occupy in American territory a similar section of New Mexico east of Santa Fe.

Germany has massed her heaviest forces covering most of the European continent, dipping well into Northern France, and stretching nearly to the Swiss border, over a stretch of 450 miles, which is half the distance from New York to Chicago. In the United States, the line would start east of Salt Lake City and extend southeastward to the neighborhood of Pueblo, Colo. It is in proximity to Arizona, Kansas and Texas, where the opposing armies have long been steadily pounding each other with artillery. That section is the scene of the greatest battles of the war, which will engage the armies of Austria-Lorraine, the province upon whose recovery the heart of France has been set ever since the forced cession as a war prize to the Germans in the Franco-Prussian war of 1870, is contested by a prolongation of the same line.

The countries of Europe embraced within the battle line boundaries are Germany, Austria-Hungary, Poland, Belgium, Northern France, Serbia, Bulgaria, Rumania, Turkey, Montenegro and Albania. Italy and Greece are merely bordered by them, as is Holland. England is outside of them.

The battle line is 625 miles longer than the distance from Chicago to Atlanta, and it is only 155 miles less than from Lower California to the Pacific Coast, along the Mexican border to the Gulf of Mexico. Both the Salonic and the Italian lines serve the purpose of the German front from Boston to Philadelphia. The western front is rather longer than from New York to Buffalo.

AUTO BURNS ON STREET; CROWDS ARE IN PANIC

Throwing a crowd of Saturday night shoppers, belonging to C. R. Robertson, of the Oakland Hotel, suddenly burst into flames at Thirteenth and Broadway at 8:30 o'clock last night.

Mr. and Mrs. Robertson had just left the car and had entered a drug store on the corner when, without warning, a sheet of flame burst from the standing machine.

A call was instantly sent in to the fire department and, by the time the chemical engine arrived, the big tank in the rear of the car containing thirty gallons of gasoline was surrounded with flames. Working heroically, the fire was finally extinguished, and the car saved from complete ruin.

According to a preliminary examination conducted by the firemen, the configuration caused from the exhaust pipe heating the gasoline soaked woodwork. The car was insured.

STANFORD JOINS COLLEGE UNION

PAALO ALTO, Sept. 15.—Stanford University has joined the American University Union, an organization to meet the needs of American college men in military service there, according to circular letters that have been sent out to all students and alumni.

The union will "provide a moderate cost a home with the privileges of a simple club" for American college men and their friends passing through Paris or there on furlough—the club home to have information bureaus, gymnasiums, libraries and newspaper rooms, as well as dining-rooms, bedrooms and baths.

It will look out for college men in war service, also visiting the sick and wounded and serving as a means of communication between them and their families and friends. In this and in its work of sending out news of casualties, it will co-operate with the various bureaus in Europe of universities and schools of the country and will furnish headquarters for them.

The union grew out of a meeting of the alumni of ten American institutions in Paris on June 15—Columbia, Cornell, Dartmouth, Harvard, Michigan, Pennsylvania, Princeton, Massachusetts Institute of Technology, Williams and Yale, and co-operates with the Yale bureau in Paris.

It was only after consultation with the Red Cross, the Young Men's Christian Association and officials of the War Department that the union was formed. Honorary membership has been given to the United States Military Academy at West Point and the United States Naval Academy at Annapolis.

Universities with 10,000 or more graduates will contribute \$500 a year to the support of the union and smaller universities will contribute amounts ranging from \$100 to \$250.

SHEARS SAVE LIFE

PIERRE, S. D., Sept. 15.—A pair of pocket shears, which accidentally slipped from his pocket and within reach of his hand, saved the life of a man and himself when they were trapped under their automobile which overturned on a road near here. The upholstery of the car was pressed against their faces so that they were smothering, but by using the scissors Mr. Moore enabled his wife and himself to breathe until farmers arrived and rescued them.

S. F. ATTORNEY AND WIFE IN AUTO WRECK

SAN JOSE, Sept. 15.—O. K. Cushing, San Francisco attorney, living at 27 Seventh avenue; Mrs. Cushing and T. C. Barnett, San Jose realty dealer, were seriously injured this afternoon when an automobile in which they were riding was struck by a Southern Pacific train at Azule station, 10 miles west of here. All three received scalp wounds and deep cuts and abrasions.

Barnett was taking the Cushings into the western foothills to show them some villa sites. Apparently he failed to observe the approach of the Santa Cruz special, which passes Azule at 2:30 o'clock, as he drove directly in front of the engine.

The motor car was demolished, and its occupants hurled several feet in the air.

It was at first believed that Mrs. Cushing had been fatally injured, as she was unconscious for several hours.

The train crew took the victims of the wreck to the hospital, where they were attended by Drs. Guber and Almsworth.

SHIP'S BAKER IS TAKEN FOR THEFT

SAN FRANCISCO, Sept. 15.—Mike Crotty, originally from Dublin but more recently from Eureka, was taken for five or six days on the open sea, with a life-raft as the means of saving his life. The steamer Adriatic, bound for America, saved him, according to his story, and he arrived in America with almost \$300 in English money.

Ever since arriving in San Francisco he claims that his life has been made up of one drunk after another. One day he met J. P. Pruitt of 330 Thirtieth street, and somehow or other, Crotty got hold of Pruitt's watch.

Arrested for drunkenness, Crotty gave up Pruitt's watch to the city prison property clerk, who jotted it down as property of the baker. Later, when released, Crotty took the watch and kept it in his room, and he was found by the police station later and lodged a complaint against Crotty.

Crotty was arrested tonight at the Hotel Yuba. He asked permission to go to a small room for a minute. The detective allowed him the brief liberty. Crotty squeezed through a small window and jumped twenty feet into a "bilbo" lightwell. When the detective fished him out again they found that the watch had disappeared. It was found hidden in some rubbish.

SAVE MONEY ON TIRES

Guaranteed Tires and Tubes BUY NOW

Size	Plain	Non-Skid	Tubes
28x3	\$7.85	\$8.90	\$2.05
30x3	8.10	9.30	2.15
30x3 1/2	10.75	12.35	2.40
31x3 1/2	11.15	12.50	2.50
32x3 1/2	11.90	14.30	2.55
34x3 1/2	13.10	14.40	2.70
30x4	15.50	16.90	3.20
31x4	16.25	17.80	3.30
32x4	16.50	18.60	3.40
33x4	17.25	19.40	3.50
34x4	17.50	19.85	3.60
35x4	18.25	20.50	3.70
36x4	18.50	20.70	3.80
37x4	19.25	22.95	4.10
38x4 1/2	22.95	25.20	4.35
34x4 1/2	23.60	25.65	4.45
35x4 1/2	23.80	25.90	4.55
36x4 1/2	24.90	27.65	4.60
37x4 1/2	25.40	27.95	4.70
38x4 1/2	27.65	29.85	5.20
36x5	28.10	30.60	5.35
37x5	28.95	32.75	5.45
38x5 1/2	33.00	36.50	5.85

Prices subject to change without notice.

Goods shipped C. O. D. No money in advance—Subject to return intact within one week.

Oakland Tire Co., Inc.

2334 BROADWAY Oakland, Cal.

San Francisco Los Angeles 616 Van Ness Ave. 752 So. Olive St.

Coast Largest Tire Jobbers.

BIRTHS

SIMONOVICH—September 2, to the wife of Joseph Simionovich, a son, Robert, a daughter, Helen.

SHAW—September 12, to the wife of Henry Shaw, a daughter, Helen.

CALICE—September 12, to the wife of Frank Calice, a daughter, Helen.

QUINN—September 12, to the wife of Francis Quinn, a son, John.

PHOTO—September 12, to the wife of Giuseppe Photo, a son, John.

RIESEN—September 12, to the wife of John Riesen, a son, John.

BADGE SAVES LIFE

LOS ANGELES, Sept. 15.—Wounded when mistaken for a burglar as he was searching an alley for a thief, Patrolman M. J. Moran owes his life to his policeman's badge. The bullet, meant for his heart, struck the metal badge, and spent itself enough to cause only a flesh wound. John McPherson, occupant of a house on Moran's beat, fired the shot.

MARRIAGE LICENSES

COOK-ROBERTSON—Justin V. Cook, 25, Oakland, 26, Robertson, 25, San Jose.

RAVIZZI-ROBERTI—Donatello Ravizzi, 25, Oakland, 26, Roberti, 25, Oakland.

MACDONALD-GRANT—Leroy F. MacDonald, 30, San Francisco, 26, Grant, 25, Oakland.

SLOAN-CLAYTON—Freeman Sloan, 20, and Ada Clayton, 18, both of Oakland.

CHAFIN-ROBERTSON—Robert Chafin, 27, and Rebecca Robertson, 25, both of San Francisco.

STREIBER-ROBERTSON—Robert Streiber, 25, San Francisco, 26, Robertson, 25, Oakland.

JENKINS-MATTHEWSON—John W. Jenkins, 21, San Francisco, 26, Matthewson, 25, Oakland.

MARSHALL-WILLIAMS—Walter C. Marshall, 25, and Alice L. Williams, 25, both of Berkeley.

MAISHON-ROBERTSON—Christopher M. Maishon, 25, and Rebecca Robertson, 25, San Francisco.

LEWIS-LEON—Anthony D. Lewis, 23, and Clara A. Leon, 25, both of San Francisco.

ANDERSON-NORTON—Richard D. Anderson, 21, and Nora Norton, 25, both of Oakland.

O'CONNOR-HANSEN—John J. O'Connor, 22, Berkeley, and Enie M. Hansen, 20, Pittsburg.

MUELLER-REICHEL—Edith Mueller, 25, and Robert Reichel, 25, both of Berkeley.

FAGAN-ROSE—Philip Fagan, 22, Berkeley, and Ethel A. Rose, 21, Oakland.

DEATHS

BASSFORD—In this city, September 14, 1917, Mary, dearly beloved wife of Alonzo Bassford, loved daughter of Mrs. Mary Davis and sister of Harriet Davis, a native of California, aged 32 years.

Friends and acquaintances are respectfully invited to attend the funeral services at 10 o'clock, Monday, September 17, 1917, at 1515 E. 14th St., Oakland.

GIBSON—In Alameda, September 14, 1917, Edward Gibson, dearly beloved husband of Mary Gibson, loving father of Mrs. E. A. Gibson, and sister of Mrs. E. A. Gibson, a native of California, aged 32 years.

Friends and acquaintances are respectfully invited to attend the funeral services at 10 o'clock, Monday, September 17, 1917, at 1515 E. 14th St., Oakland.

MCNEALE—In this city, September 14, 1917, Richard McNeale, beloved husband of Mrs. Richard McNeale, loving father of Mrs. R. McNeale, and sister of Mrs. R. McNeale, a native of California, aged 32 years.

Friends and acquaintances are respectfully invited to attend the funeral services at 10 o'clock, Monday, September 17, 1917, at 1515 E. 14th St., Oakland.

CARD OF THANKS

We desire to express our heartfelt thanks to our many friends, and especially to the men of the Union Iron Works, for their kindness and sympathy extended us during our late bereavement.

(Signed) DOMINGO PESSI, CARLO PESSI, JOHN DEVINCENZI.

CARD OF THANKS

We wish to extend our thanks to our relatives for their kindness and sympathy extended us during our late bereavement.

(Signed) MRS. GEORGE SMITH, MR. AND MRS. EDW. EDWARDS, JERRY SMITH, GEORGE SMITH.

OUR \$100 FUNERAL

Casket (any color) Preferred Outside box Hearse Two limousines Embalming Services Call at 2 o'clock the first Tuesday, September 18, 1917, at 2 o'clock, at the First Presbyterian church, corner Channing way and Dana street, Berkeley. Informant, private.

HOME UNDERTAKING CO.

2900 E. 14TH ST. Paul O. Kilgore, Mgr. Ph. Fruitvale 26. Bodies received and forwarded to all parts of the world.

RENOVATORS

MATTRESSES, BEDS, PILLOWS Made over and upholstered. G. A. STROMGREN & SON, OAKLAND.

ANIMAL PARADOX

LOS ANGELES, Cal., Sept. 15.—A small black cat and a large black garden snake on the ranch of George Warner are close friends.

Warner discovered the friendship several months ago after noticing his cat made a regular morning visit to an old dump on the place. Following the animal, he found it was met by friend.

TO GO TO POST

BERKELEY, Sept. 15.—Captain Frederick T. Robson of the engineering service, former city commissioner, will leave this city tomorrow evening for Atlanta, where he is to assist in engineering instruction of the recruits at the military camp. Since his return from American Lake, Captain Robson has been examining officer with Major Park in San Francisco.

I Will Start to Sell W. W. Montague & Co's \$300,000 Stock

Next Friday AT 10 a.m. J. P. Burke

Next Friday AT 10 a.m. J. P. Burke

Watch Thursday Papers

City Physicians Explain Why They Prescribe Nuxated Iron

To Make Beautiful, Healthy Women and Strong Vigorous Men

NOW BEING USED BY OVER 3,000,000 PEOPLE ANNUALLY

Quickly Transforms the Flabby Flesh, Toneless Tissues and Pallid Cheeks of Weak, Anemic Men and Women Into a Perfect Glow of Health and Beauty—Often Increases the Strength of Delicate, Nervous, Run-down Folks 100 Per Cent in Two Weeks' Time.

New York, N. Y.—It is conservatively estimated that over three million people annually in this country alone are taking Nuxated Iron. Such astonishing results have been reported from its use both by doctors and laymen, that a number of physicians in various parts of the country have been asked to explain why they prescribe it so extensively, and why it apparently produces so much better results than were obtained from the old forms of inorganic iron.

Extracts from some of the letters received are given below:

Dr. Ferdinand King, New York City, N. Y., writes: "I am a New York City physician, and I have been prescribing Nuxated Iron for many years. I have seen it produce results in cases of anemia, weakness, and general debility that no other iron preparation has ever been able to achieve. It is a most valuable remedy for the treatment of these conditions."

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Dr. E. Sauer, a Boston Physician, who has studied both in this country and in great European Medical Institutions, says: "As I have said a hundred times over, Nuxated Iron is the greatest of all strength builders. If people would only take Nuxated Iron when they feel weak or run-down, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages I am convinced that in this way they could ward off disease, preventing it becoming organic in thousands of cases and thereby the lives of thousands might be saved who now die every year from pneumonia, grippe, kidney, liver, heart trouble and other dangerous maladies. The real and true cause which started their diseases was nothing more nor less than a weakened condition brought on by lack of iron in the blood."

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NOTE: Nuxated Iron, which is prescribed and recommended only by physicians in such a great variety of cases, is not a patent medicine, but a natural product of the earth, and is made from the purest iron ore, and is the only iron preparation that is so easily assimilated and so quickly absorbed. It is the only iron preparation that is so easily assimilated and so quickly absorbed. It is the only iron preparation that is so easily assimilated and so quickly absorbed.

**ALL REGISTERED
MAY BE EXAMINED**

WASHINGTON, Sept. 15.—If a large part of the governors of the states approve a suggestion by the provost marshal general an immediate examination of the 7,000,000 men registered for military service and equipped for military duty will be suggested. The suggestion was made with a view to satisfying the great number of young men as to what they may expect.

Telegrams asking opinions on the advisability of such action were sent to all states, and it is expected that all replies will be received early next week. To secure the 687,000 men already registered for military service it was found necessary to examine approximately 8,000,000. Under the plan considered candidates would be selected whether they are to be selected and could make plans accordingly.

OFFICIALS NAMED

WASHINGTON, Sept. 15.—Appointment of Vernon Prentice and Joseph Swann, both of New York, to serve as deputy commissioners to Major Murphy, Red Cross Commissioner to Europe, was announced today by Chairman Davison of the Red Cross War Council.

POINT

Crochet Threads

Under-
priced

OUR MIND

ise, cheaper than any other
ully refund your money on
are representative of prices

Shapes
Large and medium
urban. These are
\$1.95

Wool Dresses
Colors. These are special prices—
\$5, \$14.95, \$16.50, \$19.50 and
WOMEN'S NEW FALL DRESSES—For
Colors. Chambray and gingham com-

w styles. High waisted effects, belt,
 pearl buttons and fancy **\$1.00**
 bloomer dresses in lot At.
WEATERS—For the babies. Fancy
 high to neck. White or red and
 pearl collars and cuffs. Ages **\$1.25**
 1 years. Monday at.....
BATH ROBES—For the baby. Plain
 and with pink or blue, silk
 and waist. Each..... **\$1.25**

ROIDERIES

er Fall Sewing

tain our old low prices and offer
s in Oakland. We have splendid

PR CAMBRIC EDGES—Convent type-
patterns. **5c**

AND SHOWY CAMBRIC EDGES AND
Many baby patterns. **10c**

BROIDERIES—12 inches wide.
patterns. Fine Swiss with dainty, lace
of these have insertions **15c**

CORSET COVER EMBROIDERY
 ne and fine Swiss embroidery
 variety of patterns. Yard.... **25c**

FLOUNCING—17 inches wide. Or-
 patterns. Suitable for children's
 Corset Cover Embroidery. Many
 ns in this lot. **48c**

FLOUNCING—26 inches wide. Exqui-
 rns. rich, heavy designs, finest finish.

at this price, **79c**

Ice Curtains

patterns; 3 yards long, ivory, white
 lar \$2.00—Monday and **\$1.39**

pair **\$2.89**
 patterns; 3 yards long, ivory, white
 pair \$3.50 and \$4.00— **\$2.89**
 Tuesday only at pair..... **\$2.89**
 E — With 2-inch hemstitched
 with lace. Cream or ecru. Reg-
 ular 55c—Monday and **33c**
 yard


Monday and Tuesday Only

ER RUGS—Deep pile. Many hand-
 select from. Reg. \$30 **\$24.75**
 and Tuesday only at...
SS. ROYAL ATMINSTER RUGS—

erns, very heavy quality. Regular Monday and Tuesday **\$29.75**

your home. Balance arranged on

MINSTER RUGS — Good quality Regular \$5.00 value— **\$3.75** Tuesday only at.....

Eleventh 

CHINA WILL AID ENTENTE IN BIG WAR

PEKING, Monday, Sept. 10.—(Delayed.) Ministers of the entente powers at Peking have advised the Chinese foreign office that their governments are willing to waive the Boxer indemnity payments for five years. Russia, waives one-third of the portion of the indemnity required by the remainder because of her financial straits. The United States, it is said, probably will waive the action of the entente nations, but will not waive its portion of the indemnity which is necessary to maintain the Chinese students in America, and grant to China the privilege of increasing her tariff to an effective 5 per cent. They will concede to China the right to send troops through the foreign concessions at Tientsin if necessary. The Italian minister has withdrawn his request that Italy be given the right to the Austrian concessions at Tientsin.

Preparations are under way for the formation of a tariff commission composed of Chinese and representatives of the entente allies to arrange a new schedule.

President Feng Kwo Chang and members of the Chinese cabinet are considering what concessions they will make to the entente allies in consideration for their liberation. It is believed in well informed circles that China probably will agree to intern German and Austro-Hungarian ships in the ports of the entente allies for the duration of the war, exact a higher tariff against the central powers and offer laborers or soldiers if they are desired.

The sentiment in official circles is in favor of China joining the entente governments in signing the London conference agreement against a separate peace and the Paris economic pact.

Herr Cordes, the German manager at Peking of the Deutsche-Chinese bank, has been arrested by the Chinese on the charge of obstructing the government by destroying the records of the bank.

Dr. von Rosthorn, the Austro-Hungarian minister to China, the members of the legation staff and the Austrian consuls have been granted safe conduct. The party will leave Shanghai for Holland by way of San Francisco on September 15.

WAGES INCREASED

BUREKA, Cal., Sept. 15.—Increased wages, decreased charges for board and better food—that is what Uncle Sam had ordered for his employees engaged in building the million dollar jetties at the entrance of Humboldt bay.

It was voluntary without demands being made by the men.

Under the government order wages are increased from ten to ten percent—the men now getting the least pay being given the largest increase. It covers all employees excepting the engineer in charge.

Board at the government cook house formerly cost 15 cents a day. But the government has ordered that it be reduced to 65 cents. At the same time the commissary was directed to cease charging cook house help against the food bill and to charge against the plant department and use the money saved from the commissary appropriation to buy better food.

TROTTERS RACE

SACRAMENTO, Sept. 15.—The results of today's harness races at the State Fair are as follows:

2:11 Class Race—Purse \$1000; first heat: Pope Hartford, first; Emmaline Dillon, second; J. C. L., third; Bradmont, fourth. Time, 2:08 1/2.

2:05 Class Race—Purse \$1000; first heat: Emmaline Dillon, second; J. C. L., third; W. J. K., fourth. Time, 2:07 1/2.

2:05 Class Race—Purse \$1000; first heat: Emmaline Dillon, first; W. J. K., second; Bradmont, third; Albaloma, fourth. Time, 2:08 1/2.

2:10 Class Race—Purse \$1000; first heat: Albaloma, first; Virginia Barnett, second; Bradmont, third; J. C. L., fourth. Time, 2:07 1/2.

2:05 Class Race—Purse \$1000; first heat: Albaloma, first; Virginia Barnett, second; Bradmont, third; J. C. L., fourth. Time, 2:08 1/2.

IRISH WOOD

DUBLIN, Ireland, Sept. 15.—The council of the Dublin Chamber of Commerce, which met in Berlin, wood has now been almost entirely replaced in Ireland by Blarney flintwood.

Are Your Teeth Doing Their "Bit?"

You can't attain your highest degree of efficiency unless your teeth are doing their "bit." In order to have good health and good digestion, you must have sound teeth to properly masticate your food.

A great many ailments can be traced directly to defective teeth. When a defective tooth is neglected it may poison the whole system and cause you a lot of needless suffering and doctor bills. The best and cheapest plan is to have your teeth fixed when they first need attention. In that way you avoid all trouble.

NO MORE PAIN

You need not let the fear of pain keep you from having your teeth put in good condition. I have a safe, harmless method of making dentistry painless, so if you'll come to me you won't have to suffer a minute. Just a few drops of a wonderful liquid applied to the affected tooth makes it impossible for it to give you gas or pain, neither do I put you to sleep. It is all so simple and easy that you wonder how it is done. Think of having a sore, aching tooth excavated for a filling, without even a slight twinge of pain. Hard to believe, isn't it? Well, you needn't take my word for it—just make me prove it. I'm ready to do that.

CONSULTATION FREE

Call at once and let me give your teeth a thorough inspection. I'll tell you just what work is needed and what it will cost you, without obligation on your part. Write for a copy of the free book explaining my methods, if you can't call now.

Hours: 8:30 to 5:30 daily. Sundays, 10 to 12.

DR. TERRY,

THE DENTIST
1223 Broadway, corner 13th St., Oakland.
224 Pacific Bldg., 4th and Market Streets, San Francisco.

New Army Boys Training Hard Work With Will at Camp Lewis

CAMP LEWIS, Wash., Sept. 15.—With a storm of rain and a cold wind, the oldest fort on Puget Sound, where Grant and Sherman served as young officers long before the civil war, the drafted youth of the Pacific Coast, have settled into the grilling routine of army training that is to whip them into soldiers in America's great overseas contingent of fighting men.

It is drill from dawn until sunset—drill with guns, with side arms, with artillery, with H&H radio, "kettle right" and "forward" and "keep together" there from every nook and cranny of the big parade ground. Men are everywhere—in the barracks, in the mess kitchen, in the hospital headquarters. The human unit seems paramount with the mechanical close second. Out of the chaos of it, the boys are learning and learning quickly, as only the thorough-going American cadet can who sets his head about his work.

QUICK TO LEARN LESSON

The whole of the Coast is now represented. Engineering squads from the northern states that have had a certain amount of preliminary training have been rushed to eastern points. Southern contingents are taking their places. The initials of one squad are hardly carved in the doorways of the barracks rooms when another squad of knaves are busy in Oregon and Washington march shoulder to shoulder with California, with an army officer in command. On every hand the lesson is being born in that the nation is greater than the state, and the cause greater than the individual.

The Oakland boys have been assigned to their barracks in company divisions. The barracks themselves have little of the comfort of home with their two-story gauntlets, but the hundred and fifty men which they hold give a better sense of the place to the place that precludes loneliness. The place is an ideal location for a camp, the land having been purchased by the city of Tacoma and presented to the government for the purpose, becoming thus a permanent national reservation.

The day's work comprises reveille at 5:45 A. M., with breakfast at 6:30 followed by drill. The boys are in the barracks with their sticks to be kept orderly, the floor swept and everything sanitary. Drill begins at 8, dinner comes at noon as it should, after which comes more drill with retreat at 4 o'clock. The advanced squad hands out its instructions during the afternoon to the "rookies."

According to an announcement by Captain Forsythe of Company K, 353rd Infantry, most of the non-commissioned officers will come from the first quota. The company will consist of 250 men with 18 sergeants and 33 corporals. There is every reason to expect that all of these men will be able to make non-commissioned officers if they will work for it.

The food which is being served is wholesome and good. There is also plenty of it. The government is spending all manner of money to get the best and the companies are helping out by establishing mess funds on the side.

CLOTHING ARRIVES DAILY

Clothing is arriving daily for the men. Equipment, which will be ready by September 19, includes 18,000 olive drab breeches and 18,000 overcoats, 15,000 hats, 13,000 pairs of shoes, 25,000 shirts and 25,000 pairs of socks.

Eighteen cars containing 336 mules were expected at the camp today. Approximately 8,000 animals are expected to arrive within a month.

A COMMISSION AS CAPTAIN HAS BEEN RECEIVED

By Quartermaster Sergeant John O. Roth, who will be assistant to Captain Combs, camp quartermaster. He has had 21 years service in the army.

Orders were received by the Hurley-Mason company yesterday to build seven additional officers' barracks, 20 by 112 feet each and for the construction of a heating plant for the administration building. There are in addition to be 15 regimental hospital buildings and the increase of the number of regimental exchanges to 18.

NEW WORK ORDERED THIS WEEK ALSO INCLUDES ADMINISTRATIVE BUILDING AND BUNGALOWS FOR MAJOR GENERAL GREENE AND STAFF

R. F. O'Hara, a member of G company, 353rd regiment of infantry, national army, trained from Vallejo, Cal., and is now transferring to be mess sergeant of the company. O'Hara is well known in Los Angeles where he coached football and baseball in the Los Angeles high school, one of the five high schools in the city, last year. There are 2500 cadets at the institution and Coach O'Hara turned and gave many of the smaller college eleven in the state a drubbing. He played football at the University of California and also on the Olympic club team from San Francisco. For three years, while attending the University of California, he was associated with George Dickey, Pacific coast representative of the national recreation commission, and worked with Dickey on the Olympic playground.

AN INTERESTING STORY ILLUSTRATING THE DEMOCRACY OF THE NEW NATIONAL ARMY IS GOING THE ROUNDS OF THE REGIMENTAL OFFICERS' MESS OF HOW COLONEL P. WHITEWATER, COMMANDING THE 353RD REGIMENT, BECAME ASSAULTED BY A CHAUFFEUR

One of the companies was lined up just before going to drill when an orderly appeared before the company commander, standing in front of the company, and asked in a tone loud enough to be heard by the men in the immediate vicinity if the captain could detail a competent chauffeur for the colonel.

The captain was about to turn to the company and ask for a volunteer when one of the recruits stepped forward, rank and saluting, said: "I beg your pardon, sir, but the man just back of me has been my chauffeur for three years and I can cheerfully recommend him."

The chauffeur got the job.

WOMAN SWIMMER RESCUES FRIEND

SAN FRANCISCO, Sept. 15.—The bravery of Mrs. Austin J. Morgan, saved Mrs. George Miller, wife of George Miller of the C.S. McCormick steamship lines, from drowning in the bay at the foot of Van Ness avenue Friday.

Mrs. Morgan, who is the wife of Austin J. Morgan, nephew of Superior Judge Morgan, went to the waterfront to practice for a swim across the Golden Gate. The advanced squad hands out its instructions during the afternoon to the "rookies."

Mrs. Miller was seized with cramps, and was going down when Mrs. Morgan reached her. Mrs. Morgan started to tow her companion toward the shore, but the effort was too much and she felt herself losing. About this time Mrs. Morgan's husband happened to drive to the wharf in his automobile and, seeing the women struggling in the water, he plunged in and brought them safely to land.

CHINESE STUDENTS OFFICIAL GUESTS

Under the escort of Roy Munsell of the Chamber of Commerce, sixty-five Chinese students visited the Technical High School Friday at 2 o'clock. They were received by the Technical High School band, Principal P. M. Fisher and a company of cadets. After several selections by the band each cadet took charge of a visitor and escorted him through the school plant.

The visitors are called national students and are selected by the Chinese government to be educated in American colleges and universities. They were dressed in simple uniforms and before leaving each left his autograph in the school record.

AT THE SAME HOUR SEVERAL HUNDRED YOUNG GIRLS WERE PREPARING FOR THE RECEPTION TO THE FRESHMAN CLASS, WITH EXERCISES IN THE GYM

The Parent-Teacher Association of the school has arranged a reception to the new students and their parents. It will be in the form of a garden party at the school on Saturday, September 22, from 2 to 5.

Words of greeting will be extended by the principal, Miss Wilder, the girl's dean, and the boys' dean.

Superintendent of Schools Fred Hunter will give a short address. The school band, under the direction of Herman Trutner, will furnish the music.

HELD PERJURER

POTEAU, Okla., Sept. 15.—Louis McKibben of Mena, Ark., who was one of two witnesses who saw J. W. Terry murdered ten years ago near Henry, was held to the district court today on a charge of perjury.

McKibben, since the finding of Terry in a hospital at Los Angeles, has confessed his testimony was untrue. Terry, who was returned from Los Angeles this week on a charge of murder in connection with the case, was released from custody today. He will not have to face trial on the charge, but will be an important witness in the coming developments, the authorities say.

BATHS IN SWEDEN

STOCKHOLM, Sept. 15.—Sweden has long prized itself as the land of public bathhouses it possesses. They are indeed almost a national institution. Statistics for the Stockholm public baths for 1916 show the habit of taking Finnish, Turkish, steam, massage and plain tub baths, all of which are to be had in these institutions, is confined to a comparatively limited circle. The total figure shows only 3 1/2 of such baths for each inhabitant in the year.

U.S.-JAPAN IDEAL SAME, SAYS ENVOY

PHILADELPHIA, Sept. 15.—"Japan stands with the United States throughout the struggle for liberty and freedom and will rejoice with America when the liberty bell shall again ring the proclamation of a righteous peace," declared Viscount Kikujiro Ishii, ambassador extraordinary and head of the Japanese war mission in this country in an address today at Independence Hall.

The value that moves this great bell to sound the alarm in 1917 is the same human force that brings the call to us today. It was and is the force that rings in the right and rings out the wrong. It seems to me that there could be no more fitting opportunity than to assure you that Japan's ideals and hopes run parallel to America's.

IS TRANSFERRED

A sudden call from headquarters has temporarily transferred Lieutenant Waddell to detached service for a week or so. The lieutenant was observed hiking down the road in the general direction of the station, in full marching order, and in less than two minutes the tent of First Sergeant Muhm was crowded with an anxious crowd of men of the battery clamoring to know whether Lieutenant Waddell had been permanently transferred. On being assured that he was to return those who had

PLAN FAREWELL TO DRAFTED MEN

With as great a demonstration of patriotism as was shown by Oaklanders when the first draft contingent entrained for American Lake a week ago, the boys of the second contingent will be given a rousing farewell when they leave Wednesday morning.

The city council has appropriated \$100 to be used in paying the expenses of a luncheon or such other entertainment as the committee may decide upon. The members of the contingent will assemble at the city hall and will be taken to the Sixteenth street station in automobiles with a band.

Do not farewell speeches will be made by several well known orators. The members of the contingent will wear a special insignia.

RAISE OPPOSED

ST. LOUIS, Sept. 15.—Fifteen-cent milk appears likely for St. Louis, despite reports that consumers will not pay it.

A decision is expected to be made at the semi-annual price-fixing meeting of St. Louis distributors and Southern Illinois Milk Producers Association Tuesday. Producers have shown no disposition to back down on their announced demand for \$3.50 a hundred pounds, declaring they will go out of business first. The present price is \$2.25.

Distributors want to compromise on \$2, which would mean 12 or 13-cent milk.

Ten Courses with Wine SUNDAY TURKEY DINNER \$1.00

Phone Oakland 5924
Musical Concert by ROUREK'S TRIO
Oakland's Excellent Meals
Refined Family
HOTEL Perfect Cleanliness
KEY ROUTE INN
On Broadway at 22d, OAKLAND, CAL.
POSITIVELY FIRST CLASS
LARGE, AIRY, SUNLIT ROOMS with meals, monthly (\$1 \$55, 2) \$100. Parlor suite, private bath, 2 persons, \$115.

WE WILL DELIVER THIS BEAUTIFUL GRAFONOLA TODAY

Merely pay for the Records desired; no first payment on machine.

5 Finishes to Select From.
Full-sized Cabinet to hold 100 Records—Triple Spring Motor—New No. 6 Reproducer—Perfect Tone Control.
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Largest Display of Grafonolas in Oakland.

Hear Al Jolson sing "Tillie, Tillie, Tillie"

New dance records—Hitchy-Coo, Fox Trot, Yah-de-dah, Jazz Band, Fox Trot, Saxophone Sam Fox Trot by Six Brown Saxophone Sextet!

NEW FALL MODEL SUITS \$16.50

New Fall Model Suits \$19.50
Suits of Superb Quality \$24.50

EXTRA! Very fine high-grade, fur-trimmed Suits in Broadcloths, Burells, Oxfords and Gabardines. The furs are Hudson Seal and Opossum. SALE PRICE

Sale Prices on Coats

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Dresses

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Lease and Fixtures Sold to Grossman's

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Comes at an opportune time for the majority of women and misses

Our New Fall Stock

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"Many Shot," But No Casualties Camp Lamp Gift Flickers

By Sergeant Jack Cook, Battery E, First Cal. F. A.

MORILIZATION CAMP, Arcadia, Cal., Sept. 15.—Twenty-four hours after taking the second "shot-in-the-arm" the battery lined up for the special examination of heart and lungs, with the result that several of the boys appeared for examination with high temperatures, necessitating several days' observation and re-examination. While the examination has so far failed to develop any "rejects" the matter is not definitely settled yet.

The battery is about to be "adopted," along with the other batteries of the California Field Artillery by Mary Pickford, who is to be the "godmother" of the organization and who will present to each member of the field artillery a miniature of herself. On Tuesday "Little Mary" is to visit the camp and present the miniature, following a special review to be held in her honor. Sergeant Fulweller, who conducted the negotiations for the "adoption," has already been made the recipient of the first miniature by the star.

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MEANS PAID FOR SERVICE BY GERMANS

NEW YORK, Sept. 15.—Gaston E. Means, confidential business adviser of Mrs. Maude A. King, who mysteriously met her death at Concord, C., admitted the receipt of \$200,000 for services rendered to the German government, according to District Attorney Swann tonight. The evidence, it is said, showed that this money was paid to Means by Captain Franz von Papen, whose recall to Germany was demanded by the United States.

Von Papen was military attaché at the embassy in Washington.

Beyond admitting that the witness who supplied this information is a New York business man of prominence and former visitor upon Mrs. King, the district attorney declined to discuss the matter. Assistant District

DEFIANT SALOONS TO BE CLOSED

SAN FRANCISCO, Sept. 15.—That the Federal authorities intend to close saloons for violations of the President's proclamation against selling liquor to members of various armed forces of the United States, is promised Monday when warrants will be issued by U. S. Commissioner Krull on the complaint of Lieutenant Charles Goff. It will mark the passing of one of the most famous cafes in San Francisco.

Evidence has been obtained of the repeated violation of selling liquor to soldiers at this saloon even after one of its bartenders had been sentenced to jail by District Judge Van Fleet. Another will be arrested Monday, and from him it is believed information will be obtained which will show that the proprietor, formerly a prominent local politician, was fully cognizant of the conditions existing and sales were made by his employees with his knowledge.

Assistant U. S. Attorney P. H. Johnson said yesterday that persistent violators would have their places of business closed by the government, and it is authoritatively stated that the first action will be taken against the one referred to. Federal authorities will not permit the name to be given out at this time, and the indictments of the proprietor will be low within the next meeting of the Federal Grand Jury on Tuesday.

District Judge Van Fleet and Commissioner Krull have promised the U. S. Attorney's office that the saloons will be closed by the government, and that the district judges are fully in accord with sentences for periods of from six to ten months and fines imposed by Judge Van Fleet in the past ten days.

Ready for its annual showing of fall fashions, Marymont and Upright, Oakland's newest department store exclusively for women, is displaying the newest fashions in its display windows, attractive in a background of French gray and urns of various colors, which are contrasted with the rich colorings of the fall suitings. Simplicity is marked in the display of the fall fashions, for this season the firm in handling its immense stock of garments for women, girls, and babies, has not included a single article for show purposes only.

The main floor, on which are many of the most sought after departments in women's apparel, is striking in its display of new silver tone hues and smart blouses, which occupy another section. The hosiery department carries an extensive line of the new striped and checked stockings, which are needed for this fall, and which now are used for shopping as well.

Millinery occupies the entire second floor. Here are sectioned off the styles for the new season, the misses and their elders. Each table is of a different hue, for bright colors are in vogue, no doubt to brighten up the winter suits which fashion has decreed, shall be of darkest hue.

The coat and suit department is now filled with the winter's latest designs, both for service and dress occasions. Velvets and silver tones rival dark mixtures and Oxfords for general wear.

In this same section are the daintiest of dancing frocks for the school miss or debutante.

Another floor has been given over to the display of the latest in filmy materials, and swansdown. The new woven sweaters are on display upon the fourth floor, brilliant in their colorings with contrasting collars, cuffs and belts.

The infant department is replete with dainty apparel for the baby. Across the way is the corset department, delicate pink and white brocades vying with the more practical materials, all provided with corsetieres. Another section contains crisp, fresh waives for morning wear, and new one-piece uniforms for the woman advanced in ideas and converted to the "safety first" propaganda.

The Marymont and Upright fall showing will continue all through this week.

SCOUTS TO PLAY

An entertainment has been arranged by the Boy Scouts of the U. S. A. to take place at the Regent hall, Fourteenth and Castro, next Saturday evening at 8 o'clock, to raise funds to enable them to pay off the balance of their debt for coats and other incidentals neglected this summer at their camp at Inverness.

The entertainment will consist of a melodrama entitled, "The return of the Prodigal Son," and will be produced in exactly the same manner as it was given recently before a large Inverness audience.

Two other stunts, one of which will be "The Skeleton and the Carnival," and the other, a shadow pantomime, entitled "A Study in Black and White," will conclude the evening's entertainment.

Breast Cancer Cured

Writes this lady:

I first noticed a lump in my breast some six years ago, but as it seemed to do no particular harm and did not pain me I foolishly neglected it. About a year and a half ago the lump began to grow and pus began to run from the nipple. Alarmed at this I was examined by one of the best physicians in Vancouver, B. C., and was advised that a knife operation was the only chance of saving my life. My mother having died of cancer I was discouraged, and I made up my mind never to have it cut. Seeing the Dr. J. H. Shirley Co.'s ad. in the paper, I immediately investigated their work and found their every claim just as represented. The result is, I am well today and have been for over five years. My address is 47 Fenton ave., Inglewood, Cal. I will gladly answer all inquiries, either personal or by letter. Yours truly, MRS. JOHN JOHNSON.

The Dr. J. H. Shirley Co.'s offices are located at 233 12th St., Oakland, Cal. Examination free.—Advertisement.

Who Starts War Rumors? Alienist Is Asked For Answer

Here are some of the rumors that have gained ground recently, puzzling statesmen and psychologists alike, and all of them are false:

American sailors wounded in a monster sea fight.

An American destroyer sunk off Boston.

A contingent of 200 wounded American "dough-boys" landed in England, the victims of careless Hun snipers.

American troops in action in the trenches.

Russian armies have crossed England on a pleasure trip to northern France.

Lord Kitchener is a mess cook in a German prison camp.

The war will end—any time.

The United States is about to plead for peace. (This was preserved in Germany for us during the winter.)

And so on—ad infinitum—rumor, rumor, rumor!

Who starts the silly war rumors? Dr. Charles Mercier, the celebrated brain specialist, asks the question in a prominent London daily and then proceeds to evolve his own answer. He does it something like this:

"Shakespeare has spoken of Rumor, as necessarily false.

"Rumor is a pipe blown by surmises, jealousies, conjectures;

And out of each and so plain a stop That the blunt monster with uncounted heads,

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The still discordant multitude, Can play upon it."

"Bazaar rumor" is a common term in India," says Dr. Mercier, "and bazaar rumors are sometimes true. Indeed, there are fairly well authenticated instances of rumors of important events being communicated with incredible speed to very great distances, both in India and in Africa, and these rumors, though usually vague, have sometimes been true in material particulars.

"Thus it is said that the outbreak of the Indian mutiny was current as a 'bazaar rumor' days before the news could have traveled by any means then known in distant parts of the country. It is not a cardinal feature of rumor.

"It never originates in a newspaper, even in a paragraph communicated 'with all reserve.'

"Rumor is very generally believed. 'A wish, a hope, a forecast, a probability, a suggestion, or an interest, is expressed and, perhaps, imperfectly heard. The gist of the matter makes an impression so strong as to swamp the preparatory phrase, with increasing assurance and lessening diffidence. Its interest is so intense that everyone who hears it is eager to repeat it and cannot wait to be sure that he has got the story right, and so the rumor spreads.'"

Dr. Mercier adds that "Damo Rumor" should be a subject of psychological study.

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Dr. Mercier adds that "Damo Rumor" should be a subject of psychological study.

HOSPITAL IS ATTACKED IN BOMB RAID

WASHINGTON, Sept. 15.—How German airplanes attacked the Harvard university hospital unit in France and dropped bombs among the wounded and sick men, is told in a message received today by the Red Cross war council from Major M. F. Murphy, Red Cross commissioner in Europe. The message was made public by Henry F. Davidson, chairman of the Red Cross war council, and gives the detailed story of the German attack.

"An American Red Cross inspector who has just returned to headquarters in Paris," says Major Murphy's cablegram, "has brought from the United States army base hospital unit of Harvard University a detailed narrative of the bombing of that hospital on the night of September 4 and the characteristic pluck and promptness with which the emergency was met.

"Five bombs were thrown. The explosion instantly killed Lieutenant William J. Simmons of the medical reserve corps, U. S. A., and three army privates and wounded Lieutenants C. A. McGuire, Thaddeus D. Smith and Rea A. Whidden, O. R. C., U. S. A., six privates, a woman nurse and twenty-two patients from the British lines who were under treatment there for wounds already received.

"The aeroplanes attacked at 11 o'clock at night. Just at that time fortunately no convoy of wounded was being received or the list of casualties would have been far greater as one of the bombs fell into the center of the large reception tent to which the wounded are first borne for examination. Ten seconds sufficed for the dropping of the bombs from the first flying plane and within less than a minute afterward the surgeons of the hospital were at the task of collecting and attending those who had been struck down.

"The hospital which is on the French coast has 1800 beds under canvas in a quadrangle, 300 feet square in the center of which there are many similar institutions and is unmistakable as a hospital. At the time the German aviator flew over it most of the surgical staff was engaged in making the rounds of the wards, and the patients, however, were standing at the door of their tents. There had been a brief warning of the presence of the bombing airplanes in the neighborhood because a quarter of a minute before the sound of exploding bombs was heard from a point perhaps 200 yards away.

"In the operating room Captains Horace Binney and Elliott, with their assistants, worked all night long."

Major Murphy reported all of the injured to be doing well.

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Going Up! Old Sol to Fore! Mercury Imitates Elevator

With the exception of war and Russia, the weather was yesterday's chief topic of conversation among thousands of residents here in Alameda and Contra Costa counties.

The temperature climbed steadily all morning and then, of a sudden, seemed to feel the urge of youth for it raced and raced while weather men scratched their heads in wonderment and the suffering thousands scratched theirs in discomfort. At two o'clock it reached the 88.8 degree mark, a record heat figure for 1917. This particular thermometer was situated under the wide-opened eyes of University of California geography department instructors.

Following this extreme effort, the mercury became slightly discouraged—speaking figuratively—and slunk back to its original position, twenty-five stories or so down the thermometer. At three o'clock Observer Charles Burckhalter at Chabot Observatory observed that it was just settling back to 93, after having a few minutes' tussle at the 94-degree mark.

At four o'clock, the University of California observers saw with relief the "weather juice" sliding back to the 90-degree mark. After that, it began cooling off. It was cool at 55 and still cooler at 80, which was registered some time after the sun sank to rest.

The rapid rise began at ten o'clock yesterday morning and continued until the maximum was reached. Berkeley's record temperature, also registered one September, was a shade under 106 degrees.

The high cost of living sank into insignificance yesterday, and the high cost of keeping cool made its bow to bay residents.

WASHINGTON, Sept. 15.—White House picketing helped defeat a bill in Maine, Representative Henry of the state declared today in the House. He declared 75,000 men in Maine who favored woman suffrage remained away from the polls because of picketing of the White House by women bearing banners "insulting to President Wilson."

Watermelon feeds, ice cream, soda habits, ice water, beer swimmers, mixed drink, ice, instant and electric fan habits developed with wondrous ease.

The heat was accompanied by a north wind, known to scientists as a "dry norther." That rain may follow this heat wave and northern is the half-prediction made by observers well acquainted with the sun, the moon, the stars and the heat.

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Clay at 14th and 15th Sts.



T. Aft & Pennoyer Company

Clay at 14th and 15th Sts.

This Entire Week We Will Feature An Unusual Showing of

C. J. Bonnett's Black Silks

Being of the Old Dye, Which Guarantees the Coloring, They Are Especially Attractive at These Low Prices.

- The

PYTHIANS HOLD MONSTER PROGRAM

Before an audience of more than 3,000 members of the Knights of Pythias and their friends, the drama, "Damon and Pythias," was presented as the feature of an elaborate program given for the benefit of the Oakland chapter of the Red Cross in the municipal auditorium Friday night.

As the result of the "silver offering" collected by six Red Cross nurses at the doors, \$204.09 has been added to the fund of the Oakland chapter.

The program, which was arranged by Mr. and Mrs. William Morton Rasmus, was one of the most successful benefits that has taken place in the city since the declaration of war.

The Knights of Pythias lodges initiated the benefit in conjunction with a grand Pythian demonstration. The play, "Damon and Pythias," which has been adopted by the order as its exemplification of friendship, was produced on a large scale with William Morton Rasmus, the noted interpreter, taking the part of Damon. The cast included more than one hundred members of the Pythian order.

PROGRAM ELABORATE.

The program, including the cast of characters in the play follows:

Selection, by the band.

Presentation of Colors: Uniform Rank Knights of Pythias.

"America," soloist and organist.

Opening address, Dr. L. F. Herrick, presiding officer.

Address of Welcome, Mayor John L. Davis.

Address, "Patriotism," William Morton Rasmus.

Prize solo, theme from Godard, Op. 107, No. 12, Miss Aileen Murphy.

Address, "Pythianism," Grand Prelate Quinn.

Play, "Damon and Pythias," by John Benim.

Characters—Damon, William Morton Rasmus; Pythias, Albert E. Young.

Dionysius, Charles O. Mann; Procles, Maybelle T. Stallworth; Philistis, James E. Dunham; Democles, W. E. Brown; Lucullus, John A. Parkinson; Captain of Guards, John J. Naefle; Calanthe, Mrs. William Morton Rasmus; Hermion, Miss Pearl Taiman; Damon's child, Conrad Fredericks; Executioner, James Demmling; Senators and Guards, Members of the order.

Musical numbers and dancing between acts.

Vocal solo—Qui la voce (from Puritana), Bellini.

Miss Ethel Alma Johnson.

Miss Violet Oatman, Accompanist.

Orchestral Solo, "City Heart at Thy Sweet Voice" (Samson and Delilah).

Jay Leon Rudwick.

Miss Louise Rudwick, Accompanist.

Arithmetic, Darcine—Miss Pillsworth.

Musical numbers under the direction of Mrs. Roscoe N. Lacer, University of California.

IS DEATH LURE

BRISTOL, Tenn., Sept. 14.—Hattie May Graves, a pretty blue-eyed 6-year-old girl, lost her life in a most peculiar manner when she plunged from a 65-foot cliff into the waters of the Tennessee river.

The child, who had strayed from her mother's side to play among the rocks of the cliff, climbed to the edge and looking down saw her own image reflected from the waters of the river.

Circumstances indicate that, charmed by the moment when the idea she was looking into the eyes of another little girl, she impulsively started to join the image in the water. She was dead before rescuers could reach her.

DEALER IS HELD

SAN FRANCISCO, Sept. 15.—San Rothman, a second hand dealer, is held as a receiver of stolen goods, as the result of the alleged confession to the police of Robert Cranna and Ed Alphonse, caught in the act, according to the police, of stealing goods in a Potrero apartment house. There have been a number of burglaries in the vicinity. The men, according to the police, declare Rothman bought their stolen goods. He is under arrest.

RUMOR CONFIRMED, PIONEER MERCHANT TO RETIRE



J. P. BURKE, who will sell W. W. Montague's stock.

After fifty-nine years in business, W. W. Montague decides to retire. Starting in 1858 on Clay street, moving in 1884 to 202-217 Market street, he remained here until the fire, establishing later at Turk and Polk streets, moving in 1904 to their present location at 557-565 Market street. Mr. Montague is the oldest man today in active service in the state of California, having just celebrated his ninety-fourth birthday. He established a name that reached even to the eastern market, for stoves, and household goods of quality.

When interviewed today, Mr. Burke said, while he, like many old-timers would be sorry at the retiring of Mr. Montague, but from a merchant's expert standpoint, this places me in a position to give the public a chance to acquire in values that will be far ahead of anything I have ever had the pleasure of handling. I hope by putting on a large crew, to be able to throw the doors of this old reliable firm open to the public next Friday morning at 10 a. m. For full particulars, see page 3.

"Up you go!" says this soldier as the sweetheart of one of his comrades wants to say another last good-bye. Scenes like this are of daily occurrence now that the work of mobilizing America's national guard is well under way. They will continue to be of daily occurrence throughout the country as long as America's young manhood keeps



EXTENSION OF BROADWAY URGED

Extension of Broadway from its present northern terminal at Chabot road, on Fifty-ninth street, to the Tunnel road, a project which has been desired and contemplated for many years, was proposed at Thursday evening's session of the Civic Association and was referred to its city planning committee.

W. A. Knowles, chairman of that committee, reported that negotiations with owners of property involved have progressed to the point where they can be expected to dedicate the land necessary and that the street can be opened without expense to the city.

It will require less than 1,000 feet of new street work, Knowles explained, to connect Broadway with the Tunnel road, thus opening a direct thoroughfare to the business district of Oakland from the main highway leading in from the back country, an improvement urged many years ago by the Merchants' Exchange at the time that organization led the fight to open the Tunnel road.

Less than a year ago Broadway was extended northerly to Chabot road. The present project will extend it to Hillcrest and The Uplands from which point a well paved and direct thoroughfare now exists connecting with the Tunnel road. No costly grading will be required and the cost to property owners for the paving will be more than compensated by the increase in values occasioned by the improvement.

Knowles has been instructed to ask the co-operation of the city planning committee of the real estate board and the Chamber of Commerce and the interest of the Merchants' Exchange in bringing about this completion of the Broadway extension project.

ALLIES DELIVER TELLING SMASH

That the gains of the Allies on the western front in the past few months have been amazing blows toward victory, is the statement of Sergeant A. Blinman, First Vancouver Battalion, who is in the bay region with the British recruiting service. Blinman spoke before the manufacturers' committee of the Oakland Chamber of Commerce several days ago, describing his experiences at the front.

A statement attributed to Blinman that the allies are losing was made in error. Blinman was asked whether in his opinion the gains in the west were not more than offset by the losses in the east. He replied that he had not visited the eastern front and could offer no expert opinion on the subject.

SHE DROPS RING

SAN FRANCISCO, Sept. 15.—That she dropped a diamond ring from a window of her room, and that, when she went to the street for it, she could not find it, is the claim filed by Mrs. Florence Pedge of 3044 Jackson street. She has demanded burglary insurance of the Merriam Casualty Company, stating that the ring must have been picked up by a thief. A. M. Earl, adjutor for the company, has placed the case in the hands of the police.

IS IN CUSTODY

SAN FRANCISCO, Sept. 15.—Held for alleged treasonable utterances, Herman Groesch, 29 years old, a German, is in custody waiting surrender to the Federal officers. The police declare that he had been talking against the government on the streets.

Capwells

We Contract to Decorate Homes and Public Buildings

Delicious Home-cooked Lunches Cooked in Our Roof Garden Restaurant

Capwells

New Suits and Dresses by the Hundreds to fill the wardrobe gaps

Now is the time to provide your Fall and Winter needs while stocks are ample, styles fully developed and color and size range complete.



Suits for every occasion

Plain tailored suits, semi-fancy and elaborate suits for dress occasions. Styles, colors and materials that express the spirit of autumn. Serges, gabardines, tricotines, broadcloths, velour, velvet, silvertone, silk plush and duvetyne.

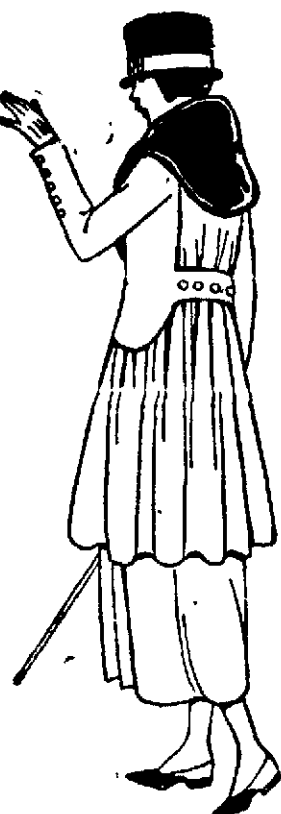
New shades of leather, blue, green, burgundy, plum, navy, beetroot, brown, Pekin, electric blue, taupe, gray and black.

Long Coats and Short Coats designed to suit the individual. Tight fitting sleeves with fancy cuff effects, narrow shoulders, plain and drape skirts.

Braid, fur, velvet, embroidery and fancy stitching constitute the trimmings. Prices—\$25 to \$295.

Autumn Dress Days

Such a charming collection, all kinds from plain-tailored street dresses to filmy affairs for party wear.



Provide Your Home Needs

Fine Comforters \$3.75

Housewives who take a pride in their bedding will find this worthy of their best—and at a surprisingly moderate rate. Double-bed size comforters filled with pure white cotton and covered with daintily patterned silkline. With pink or blue sateen border. Carefully stitched.

Satin Bedspreads \$2.95

Beautiful, light, fluffy satin spreads. Large double bed size and of very fine quality. Many very attractive patterns. Good value.

Plaid Blankets \$4.95

Heavy, fleecy white blankets, showing pretty light-colored plaids. Very serviceable with long woolly nap. Splendid quality.

Wool Finish Blanket \$3.95

Fine heavy fleecy blanket in white with wide pink and blue binding with pretty borders of pink and blue. Warm, serviceable and of a most practical size—66x80.

SPECIAL!

All-Linen Tray Cloth Nearly Half-Price 95c

Very fine all-linen satin damask tray cloth with drawn insertion and attractively hemstitched all around. Size 20x30. Come early for these.

Mercerized Damask 50c Yard

64-inch extra weight mercerized table damask with a highly intricate pattern. Very pretty floral patterns. Housewives will rejoice over this item. First Floor.

Duckling Fleece 25c Yard

Just the thing for cozy, attractive kimono and lounging robes. Heavy fleeced cotton kimono cloth in tinted grounds with floral and conventional patterns and some novelty designs. First Floor.

Scotch Dress Flannels 60c Yard

Very appropriate for dresses, waists and kiddies' wear in Fall and Winter. Many pretty colorings and combination stripe patterns in heavy dress flannels. 28 inches wide.

Wool Mixed Challies 50c Yard

Dainty little designs on tinted grounds in light pretty colorings. Fine wool-mixed challies that make lovely dresses and waists. 28 inches wide. First Floor.

Beacon Bath Robing 50c Yard

Complete Fall assortments from which to choose the material for your new fall bath robe. Fine, soft, fluffy robing in most attractive colorings in new conventional patterns and the effective Indian designs in rich, warm colors. First Floor.

Dresses for Street Wear

Wool Dresses of serge, gabardine, tricotine, Poirer twill and broadcloth. Tailored and fancy styles, many with pleating and cunning affairs with surplises and straight-line effects.

Silk frocks of satin, crepe de chine, crepe meteor and taffeta. Some coat effects, others with peg skirts and still others with large fancy pockets braided or embroidered.

Fashionable Furs

Stoles, Capes, Scarfs and Collarettes

Of kolinsky squirrel, Hudson seal, nutria, and fox in black, white, cross, blue and taupe. Cut in new shapes and fancy lined. Also wolf, ermine, mink—\$19.75 to \$100.

Stylish Fall Fabrics that command admiration

Handsome New Plaids

Just unpacked, a very complete assortment of fascinating new plaids for Fall and Winter. All-Wool and in rich, harmonious colorings. Very fashionable for separate skirts and used in combination with other fabrics. Sterling quality and durability—40 to 56 inches wide. Yard—\$1.50 to \$2.50.

Rich Fall Velours

Velours are very smart for suits and coats and come in rich, handsome colorings. Splendid texture—firm, soft weave and beautifully finished. 56 inches wide. Very good value. Yard—\$3.50 and \$4.00.

Fine Chiffon Broadcloths

Wonderful new shipments of rich, lustrous Autumn Broadcloths in all the new shades—darker ones for street and general utility and dainty colorings for afternoon and dress wear. Sturdy, substantial body and finished with a rich sheen. Excellent wearing quality. 48 to 64 inches wide. Yard—\$2.50 to \$4.00.

Smart Novelty Coatings

Of that practical kind so appropriate for business, street, automobile and school wear, as well as a complete stock of finer materials for dress coats. The newest in color combinations and designs. Extremely serviceable. 55 inches wide. Yard—\$2.00 to \$3.50. First Floor.

BEGINNING MONDAY

Bon Ton

and Royal Worcester Corset Demonstration.

Mrs. A. L. Belden in Charge

Fall models in these famous Corsets will be demonstrated to Capwell customers in the Corset Department all this week.

Special appointments may be made for fittings and the scientific points of corsetry pointed out by an expert.

The Corset is the foundation of the frock and the best results are obtained only when the Corsets are properly fitted.

Bon Ton and Royal Worcester Corsets are correctly designed, the trimmings are dainty and appealing and the materials carefully chosen.

Royal Worcester Corsets... \$1.00 to \$2.50

Bon Ton Corsets... \$3.50 to \$5.00

—Second Floor

Picturesque Model Hats

A beautiful showing of exquisite models that had their inception in Paris and New York. Of rare style and distinction. Each individual and each the height of style. Prices \$10, \$12.50 to \$15.

Notice!

Our expert copyists and designers will copy our models for you in your chosen color and design. A perfect reproduction at reasonable prices.

—Second Floor

Opening Display of Silks and Velvets

New Costume Velvets

An extensive showing of all the newest Fall colors in these rich stylish fabrics that are so much the vogue for suits and frocks for dress occasions. Of excellent wearing quality and rich, luxurious finish—22 to 36 inches wide. Yard—\$1.00 to \$3.50.

Printed Willow Silks

A charming assortment in the very latest designs and colorings—very stylish for waists, for rich coats, linings and in combination with other materials. Fine quality, distinctive and very durable. 36 to 40 inches wide. Yard—\$2.50 to \$3.50.

Satins Are Fashionable

Satins in their many beautiful weaves have been chosen by Dame Fashion as the favorite materials for suits and dresses for dress occasions. All the new Fall weaves, including:

Satin Messalines

Satin Sublime

Satin Supreme

Satin Radiant

Satin Charmeuse

Satin De Chine and Satin Majestic

All the radiant new autumn shades and also the staple colors of black, white, etc. Splendid, firmly woven body with shimmering finish, assuring good service. Widths 36 to 40 inches. Yard—\$1.50 to \$3.00. —First Floor.

Special! \$2.00 and \$2.50

Canton Crepes and Crepe de Chines \$1.79 yd

An exceptional opportunity to save on the season's new silks in a good range of the smart Autumn shades—both light and dark colors. Good quality beautifully finished—40 to 44 inches wide. —First Floor.

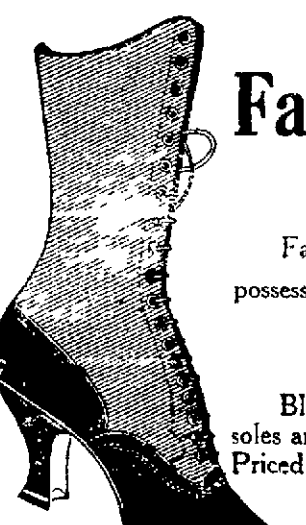
Lovely New Blouses

Every day brings the loveliest of new arrivals to our well-stocked Blouse Shop on the second floor—dainty affairs of georgette crepe, beaded, braided and embroidered; waists of crepe de chine and washable satin and a large assortment of stylish new lingerie waists.

SILK WAISTS—Blouses of crepe de chine in white, flesh and Fall shades and the darker suit colorings, also in soft taffetas in the rich harmonious plaids and soft stripings. Excellent quality and fashioned in the newest styles. Prices—\$3.95 to \$8.50

GEORGETTE CREPE BLOUSES—Fine, sheer materials designed by Fashion into bewitchingly pretty blouses adorned with exquisite embroidery and beading and lovely laces. In white, flesh and the fashionable suit colors for Fall. Beautifully made. Prices—\$5.95 to \$15.

LINGERIE WAISTS—All the new styles made of fine voiles and trimmed with dainty laces and some hand embroidery. Both high-necked and sailor collared styles. Prices—\$1.25 to \$7.50. Blouse Shop—Second Floor.



Fashionable Footwear at a Reasonable Price

Stylish Cloth Top Boots

Farsightedness in buying has brought these Boots to us at a price that means a saving to you ranging from \$1.00 to \$2.50 a pair. Boots that possess grace and beauty of line, that fit correctly, that are made on lasts that insure foot comfort and ease.

Black Kid Boots

Black luster Kid Boots, lace or button styles with hand welted soles and French heels. An exquisite dress shoe for conservative women. Priced inexpensively at—

\$7.50

Women's black luster kid vamps with ivory, dark gray and champagne wyndetta cloth tops, as illustrated. A startling value at—\$7.50.

Capwells

Fourteenth, Fifteenth and Clay Streets

New Boots with Military Heels

Fine Lace Boots, as illustrated, made with black kid vamp and ivory, dark gray, light gray or fawn colored cloth tops. A perfect fitting, high arch, low heel boot, priced moderately at—

\$7.50

Also tan Russia calf Boots with ivory cloth tops and military heels at—\$7.50



SANBORN TO BE OPPOSED AS EXPERT?

ALL STORES

$\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

ALICE HEWSON
IDORAS BEACH
REVUE.

ALICE HEWSON
IDORA'S BEACH
REVUE.

-BISHOP PLAYHOUSE

of brown, girls with the velvet-brown skin of the athlete, girls with skin as white as snow—all will be seen in this bathing cap pageant. More than \$100 in cash prizes are offered to the girls taking part in the beach show.

It will be a beach revue de luxe—a review introducing not only feminine pugilism, but also the latest and swaggiest bathing frocks—the advance tushiest of next season.

Meanwhile skating, dancing, swimming, continue popular amusement features at Idora while young and old find keen enjoyment on the many joyrides.

AND THE SAME PRICES!—10¢, 20¢, 30¢

AND THE SAME PRICES!—10¢, 20¢, 30¢

Oakland Tribune

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Full United Press Service.
International News Service.
Pacific News Service.

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SUNDAY, SEPTEMBER 16, 1917.

QUALITY STANDARDS NEXT.

Now that the State and Federal governments have assumed the task of regulation, in the matter of common necessities of food and material, of prices for quantity, another duty is at hand. It is the regulation of quality. The government has said that the people shall not be required to pay more than a certain price for a specific quantity of food-stuffs and fuel; but no mention has so far been made of standards.

As a matter of fact, the regulation of prices is not exclusively controlled by the government—at present. The federal food administration has specifically disavowed its intention to "fix prices." It expresses a dislike of the word "control" and prefers to be known as an agency for the administration of the business of production and distribution of staple supplies by co-operation with the producers and distributors. While this has served to create a minimum of dissatisfaction on the part of the producers and middlemen, for which purpose it apparently was intended, the effect has not been much different from a positive price-fixing policy. Coal, wheat and sugar are selling wholesale at prices fixed by the government, and as to coal the federal controller promises to have presently a system of prices and licensing for the retail trade. Similar elaborations will soon be effected as to other products.

But the matter of quality standards is left entirely in the hands of the producers and dealers. The existence of the federal pure food law and of similar statutes among the several States testifies to the fact that the honesty of manufacturers is not above suspicion. And unless the government intervenes the covetous war profiteer may be expected to gouge the consumer by giving inferior quality.

Many ways of beating the government price regulator have already been uncovered. In Germany, for example, flour for bread is being diluted with wood pulp, and while the consumer, with a bread card, pays the government prescribed price for a loaf of the legal weight, he gets a certain amount of wood shavings. In Great Britain the food department found it necessary to prohibit the putting of a new brand of goods on the market without it first being submitted to and approved by the government. It developed that in order to protect their established brands for the post-war markets, the manufacturer would put the same quantity, but adulterated in quality, in a newly devised cover, or put the same quality of goods out under a new brand for which he charged a higher price than the government directed.

As a general proposition it is not yet time to cast doubt upon the good faith of the producers in their offer to comply with the government's wishes in the food administration project. We should wait for overt violations. But it is proper that the government should realize that quality standard fixing is a necessary adjunct to the fixing of prices for quantity. And if it is to be prepared to protect the people against unjust charges it must also assume the duty to fix standards wherever it regulates prices.

ROBBED OF HIS MARTYRDOM.

It will be recalled that Mr. Dudley Field Malone, the collector of the port of New York, resigned his position as a rebuke to the President for not actively supporting the suffrage amendment and that the letter explaining his act occupied more than a printed column in the newspapers. Mr. Malone's studied description of his martyrdom to principle and his great sacrifice to the cause of suffrage was considered by many a notable literary feat. The climactic effort in which he put official preferment from him was especially effective.

But Mr. Malone's essay on his personal heroic virtue has been somewhat overshadowed by Miss Mary Garrett Hay, chairman of the New York City Suffrage Party and one of the most prominent suffrage leaders in the country. Miss Hay knows the suffrage issue and she knows Mr. Malone and his motives. Therefore she said:

"Congress is going to put that amendment through of its own conviction, and pretty soon, but now isn't the time. Congress is dealing in billions of dollars, in warships and armies and airplanes, and this isn't just the moment to press suffrage on it."

In these forty-five words Miss Hay, as the New

York Sun has observed, has taken away all the martyrdom that Mr. Malone accepted in a column.

NEW EDUCATIONAL PROBLEMS.

Has the war brought, or will it bring, new educational problems to the educational system of the United States? Will the curricula of the schools have to undergo radical changes? If these questions should be answered in the negative, then how will best be met the profound changes that have transpired or are now in progress in the problems of production and distribution and in the emotions of the people?

There has suddenly arisen needs for new types of service or new proportions of the traditional forms. There is a great demand, an unprecedented requirement, for soldiers, sailors, engineers, draftsmen, traffic experts, chemists, skilled mechanics for the munition business, electricians and other technicians. At the same time the demand for mechanics for the peaceful crafts, tailors, farmers and factory hands has become more insistent than ever.

These demands have quite naturally met with a response from the children of the country. Aside from the usual tendency to trend toward opportunity, their desire to render service is fired by a youthful enthusiasm; the finest impulses for national service and individual sacrifice have emerged from among the youth of the country.

Here is presented an opportunity for the educators. When the war first started the teachers and the public men of Europe and France thought the best service the children could render would be in going into the fields and factories as unskilled labor. But the conflict has not turned out to be the brief affair that many hoped and believed it would be, and the European method has developed into a deeply hurtful mistake. Shall America repeat this mistake to an appreciable degree?

The opportunity of the educators would seem to be in directing and exploiting the prevailing temper of the children, and thereby save them from exploitation and the sacrifice of all their opportunities for useful training. Much commendable effort has been made, especially in California, to direct the energies of school children and children of school age into various kinds of "war service," particularly agricultural work. But should the educational needs of the children be ignored while this is being done? If the war should last for three or four years, what would the nation have to show for the loss of that much professional, moral and intellectual development of its younger citizens?

The possible answer certainly should inspire educators and the government to give the matter the most serious attention. Certainly there will have to be radical departure from the old methods, from the "teaching system." Children will demand a readjustment of their studies, require opportunities for obtaining a larger measure of practical knowledge, for acquainting themselves with subjects and vocations which heretofore have not been a part of the curricula of public schools and colleges. As an extreme example, 150 girl students at the University of Kansas this semester have taken up the study of electrical engineering.

The school authorities must respond to the new demands of the students, whose present emotions are the fruits of new demands on them. After giving full scholastic credits for the remainder of the year to those young men who have enlisted in the military service of the country, and extending just consideration to those who have under duty's call gone to aid in the production of material needed by their country, liberal attention must be given the wishes of those who remain with their classes.

Teachers must look through the eyes of youth upon the training that promises to be most useful for good citizenship and the trades and professions which will be in largest demand in the future. The old fogies of the teaching system, who are wont to cling to their three R experiences and cry against innovations, should play a silent role at this time.

It is astonishing how this country has come up at the heel in the matter of conservation. It was so rich and prosperous that it had fallen into careless ways without knowing it. We were overlooking productive opportunities and wasting our substance. Such enterprises as railroads, which we fondly imagined were being managed with wonderful efficiency, were losing some 20 per cent of their efficiency through the underloading of cars. We were throwing into the garbage can a high percentage of our food. In many large ways we were failing to extract more than the minimum of advantage from our industrial efforts. Mainly through recognition of the fact that this country is being looked to to supply in large part food and other necessities of foreign countries, we have been brought to a realization of our shortcomings, and have set about correcting them in that effective way that characterizes a people which is not wedded to age-old customs.

The double dealing of Germany, which has now become a characteristic, has almost instantly changed Argentina from a friendly power, rather inclined to stand out among the South American republics as a German apologist at least, into a fierce enemy. The hatred aroused by the Swedish disclosures will make further progress toward German dominance in that country out of the question.

The State Council has asked for a farm advisor to teach the farmer's wife home economies. Perhaps there may be need for such work, but it strikes one as being a deal like painting the violet. Unless the Council of Defense has an abundance of time on its hands, surely it could apply its energies to a much more needy purpose.

NOTES and COMMENT

The honest farmers of North Dakota are being heard from. They scorn \$1.20 a bushel for wheat and demand \$2. As the government price and restriction against hoarding do not apply to farmers, being devised for the regulation of wicked buyers, here is a situation right off.

Current news contains advice to the effect that they have stepped teaching German in Hoboken. Which would be more gripping if there had been prior information that they had been teaching German in Hoboken.

The Danes also figure in the Teuton machinations, only in a different way from the Swedes. Their annexation was coolly discussed and contemplated. The Swedes merely performed as superserviceable louts. But neither country is enjoying the disclosures.

The Russian grand dukes are evidently performing in a becoming manner. That is to say, they are dissembling. They do not appear as shield bearers in any of the notable efforts to save the country. Perhaps they are not sure yet that they are going to be able to save their own bacon.

Maybe what the Stockton Mail says about it is so: "Cartoonists are fond of showing the young idea as hating school and all its work. It isn't quite fair to the youngster nor to the school. Children are a good deal like the rest of us. When we are playing we hate the thought of getting back to work, but the minute the straps of the familiar harness are buckled on us we cheerfully settle down to the pull and get a lot of pleasure out of it."

Maine dashed the hopes of those who looked for the suffrage wave to rise in the extreme East and sweep the country. Because Maine led the van in voting out booze, it was generally thought it would vote in woman suffrage, but that seems to have been regarded as an altogether different matter.

Though the revelations which the United States government is making as to the German intrigue have stirred nations in both hemispheres, they are said to be slight compared with what is in store, showing that this country has been doing some sleuthing on its own account. Where it struck the mine of information will in itself be an interesting story.

The Chico Enterprise adduces further confirmation: "The girls who, through lack of partners, were driven at the electric celebration to dance with each other are more convinced than ever that war is what Sherman said it was."

Out of town news via the Jackson, Idaho, Metropolis: "Mrs. L. E. Williams has returned from Melbourne, where she has been visiting her husband. She was well pleased with her trip."

The San Bernardino Sun discourses on time-limited oratory: "Four-minute orators have their work ahead of them on the movie stages Saturday evening. To tell 'What Our Enemy Really Is' in 240 seconds will call for some rapid action. Spellbinders like Daley and Goodell and McNab—why, we've known them to take more than four minutes to clear their throats!"

The Newell, Ill., Mirror tells this horse-and-a-story: "George L. Waterman was kicked in the mouth last Thursday by one of his horses. The horse did not intend to kick his master. The horse thought it was another horse."

The crime of '73, or whatever date it was, has been avenged. Silver has reached one dollar an ounce. But it doesn't seem to produce that noisy ecstasy that might characterize the arrival of a long-delayed vengeance. Mr. Bryan seems to be thinking of something else.

The fact seems to have been overlooked by the country at large, though of course not in official circles, that Bulgaria still maintains a fully accredited representative in the United States. Bulgaria is no great shakes in itself, but as it is allied with a country that performs with a Swedish movement, it would not seem to have any right to a free diplomatic run here.

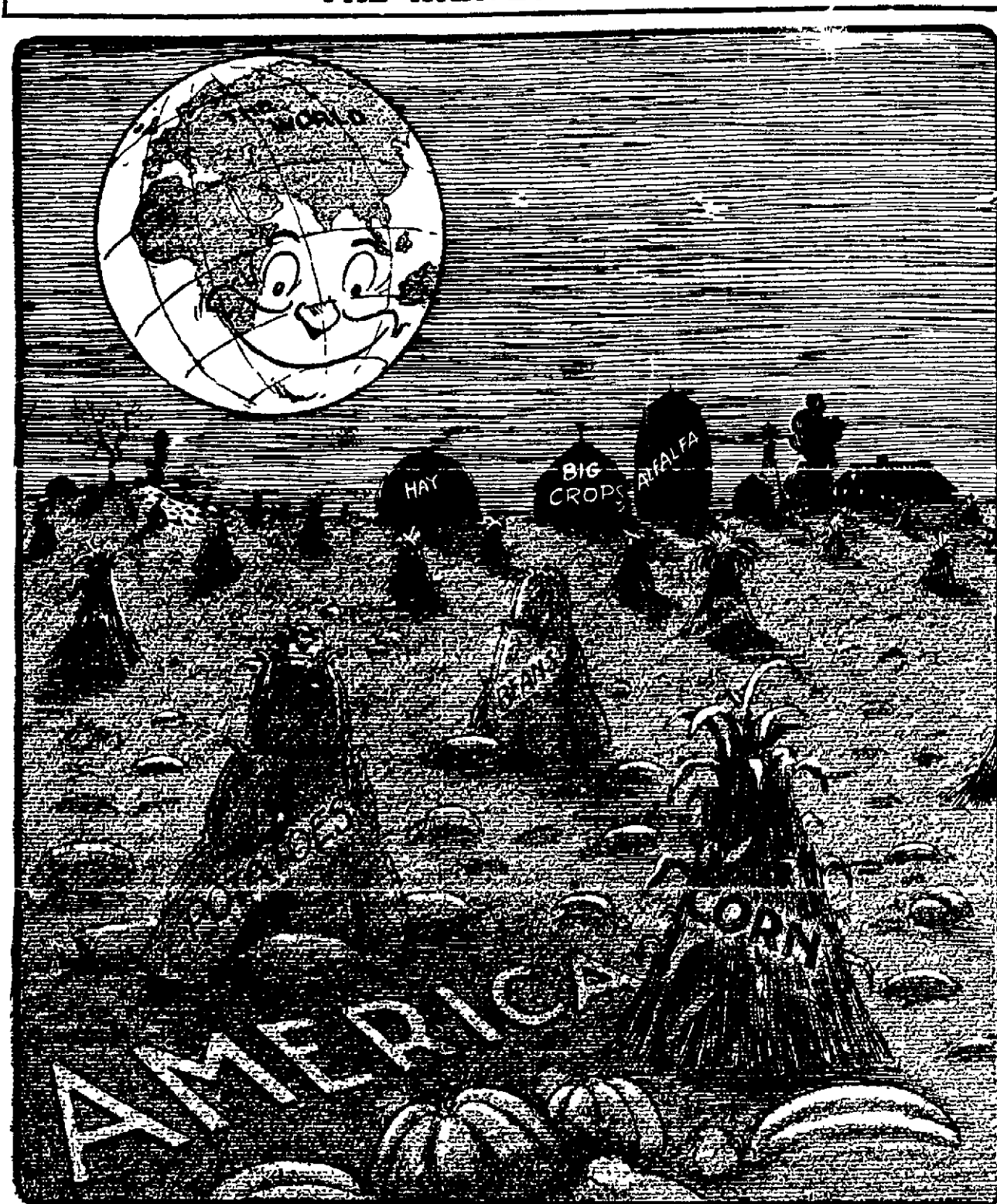
SPRIT OF THE STATE PRESS

Those engaged in cutting kelp for the Hercules Powder Company off San Nicolas Island, 120 miles west of Point Loma, are reporting as much success in the gathering of Indian curios and relics as in the collection of seaweed. San Nicolas Island is covered with Indian graves, each one of which contains the skeleton of an Indian. Each skeleton is in a sitting position and holds in its bony arms the skeleton of a dog. In addition each grave is filled with trinkets and articles of household and warlike use. Measurements of the bones and comparison with the limbs of living men show that the buried aborigines were of a large and sturdy race. Besides the graves, the curly crews are in the midst of perhaps the best fishing on the coast—San Diego Union.

Ex-Congressman William Kent, who returned a few days ago from Washington and joined his family at their summer home on Lake Tahoe, will return to his home at Kentfield tomorrow, Wednesday, where he will remain for some time before returning to Washington to take up his duties as tariff commissioner.—San Rafael Independent.

The people of Sacramento are said to have displayed a too great desire to profit at the expense of the crowds visiting the State Fair. As the city has this fair every year and as it is a source of considerable revenue to the business houses, even at reasonable prices for everything, it would be a good policy if the commercial organizations would discourage a practice like that complained of.—Benicia New Era.

THE HARVEST MOON.



HARVEST IN FLANDERS

In Flanders fields the crosses stand—
Strange harvest for a fertile land—
Where once the wheat and barley grew.

With scarlet poppies running through.
This year the poppies bloom to greet
Not oats nor barley nor white wheat,
But only crosses, row by row,
Where stalwart reapers used to go.

In Flanders fields no women sing,
As once they sang, at harvesting,
No men now come with scythes to
mow

The little crosses row by row
The poppies wonder why the men
And women do not come again!

In Flanders, at the wind's footfall,
The crosses do not bend at all,
As wheat and barley used to do
Whenever wind went running through.
The poppies wonder when they see
The crosses stand so rigidly!

O God, to whom all men must bring
What they have done, for reckoning,
At harvest time what byre or bin
Have you to put these crosses in?
What word, for men who marched to
sow
Not wheat, but crosses, row by row?

Alas! Our tears can never bring
The men who came here harvesting
And come no more! We do not know
What way the singing women go,
Their songs all still! But crosses
stand
Row after row in Flanders land!
—Louise Driscoll, in the New York Sun.

JUST LIKE POETS

Jeffery Farnol, the distinguished English novelist, made a tour of inspection along the British front in France, and reports the result of his observations in Everybody's for September. An officer explained to him the use of an odd-looking training field.

"There," said he, "is where we teach 'em to throw live bombs. You can see where they've been exploding—dummies look a bit off-color, don't they?" And he pointed to the ragged scarecrows with his whip. "You know, I suppose," he continued, "that a Mill's bomb is quite safe as long as you hold it; but the moment it is loosed the lever flies off, which releases the firing-needle, and in a few seconds it explodes. It's surprising how men vary; some are born bombers, some soon learn, but some couldn't be bombers if they tried—not that they're cowards; it's just a case of mentality. I've seen men take hold of a bomb, pull out the pin, and then stand with the thing clutched in their fingers, absolutely unable to move. And there they'd stand till Lord knows when if the sergeant didn't take it from them."

"I remember a queer case once. We were saving the pins to rig up dummy bombs and the order was: 'Take the bomb in your right hand, remove the pin, put the pin in your pocket, and at the word of command throw the bomb.' Well, this particular fellow was so wrought up that he threw away the pin and put the bomb in his pocket."

"Was he killed?" I asked.
"No. The sergeant just had time to dig the thing out of the man's pocket and throw it away. Bomb exploded in the air and knocked 'em both flat."

"Did the sergeant get the V. C. or M. C. or anything?" I inquired.
"The major smiled and shook his head. 'I have a good many sergeants here and they can't all have 'em. Now come and see my lecture theaters.'"

THE TERRIBLE DAYTON.

Among all the modern implements of war, the dayton is holding its own. With hand-bombs and bayonets the Canadians have made dramatic history at Lons. One good reason for dependence on the bayonet is that it is said to be the only weapon the German soldier fears.—Pittsburg Gazette Times.

OIL IN ANCIENT HISTORY

Although the world-wide interest in petroleum is of very recent date, says the Pan-American Record, the house organ of Doheny oil interests, the references to it in ancient literature are very numerous, and the various uses to which petroleum was applied show that by empirical methods the men of long ago had learned much about the value of this product which has become indispensable to modern man whether engaged in peaceful occupations or struggling on the battle fields of Armageddon.

Two instances will suffice to show that the ancients were acquainted with some of the more important properties of Petroleum.

Diodorus the Sicilian, more picturesque than accurate, gives us a lively narrative of life in Babylon, and a detailed account of the manner of building the celebrated hanging gardens. Strange to say, he does not ascribe this marvelous work to Semiramis, an Assyrian princess of Sybaritic tastes, to whom almost every stupendous work on the Euphrates was attributed; but rather according to him, it is the work of Cyrus, built to please a lady who in modern euphemistic phraseology would be described as "an affinity."

This unknown Persian had extravagant tastes, and she demanded from her obsequious lover the erection of the gardens, which the "globe trotter" of the Alexandrian era regarded as one of the Seven Wonders of the World.

After a description of the walls that supported the gardens, Diodorus informs us that "the roof was covered with reeds daubed with an abundance of asphalt."

The other example is from Plutarch's life of Alexander the Great, who, as he passed through Ecbatana, "was very much struck with a gulf of fire pouring forth as if from an inexhaustible fountain, and not far from the gulf a flood of naphtha in such abundance that it formed a lake. This (naphtha) in many respects resembles asphalt."

One of the men who waited on the king, Ananias, an Athenian, desired Alexander to make an experiment of the naphtha upon a boy named Stephanus, for said he, "If it takes fire upon him and is not extinguished, it must without doubt be allowed to be terrible and unconquerable."

Plutarch adds in reference to this incident that there are some who plausibly maintain that naphtha was the drug in the tragedy of Euripides, with which Medea anointed the crown and veil which she gave to Creon's daughter.

That petroleum was used in the ancient world for building, embalming and burning, writers in many tongues abundantly testify.

We find the first Old Testament reference to Petroleum in the narra-

tive of the Deluge. The writer introduces the story with a few graphic words in which he represents the Golden Age as past, and the "earth filled with violence"—the ancient equivalent of "nature red in tooth and claw with ravine." Not only have the lower creatures become offensive, but man has grown corrupt and incurable; so the sentence of doom falls. Provision, however, is made to save Noah and his seven relatives from the annihilating deluge; for their safety Noah is instructed to build "an ark of gopher wood, in cells (literally nests) shalt thou make it, and call it within and without with bitumen." The word translated bitumen (kopher) is unusual and occurs only in this verse. It may be mentioned here that in the Babylonian flood story, the most complete version of which is in the eleventh tablet of the Gilgamesh Epic, the corresponding passage reads "three sars of bitumen I poured over the outside, and three sars of bitumen I poured over the inside."

Dr. Morris Jastrow, Jr., of the University of Pennsylvania, states that, "The Babylonian term for bitumen is 'kpru' and this term is identical with the one used in the description of Noah's ark, and usually translated pitch."

The next place where petroleum is referred to is in the account of the building of the city and tower of Babel. The men of that age are portrayed as filled with ambition to distinguish themselves, and in their nomadic wanderings they seek for some habitation. At last they found a plain on which to settle, in the land of Shinar, where they resolved to build "Let us bake bricks, and burn them thoroughly, and they had brick for stone, and bitumen had they for mortar." The common word for bitumen is used in this passage, (hemar) and the description given here of the manner of building and the use of bitumen is not only in harmony with the discovered remains of houses and temples in Babylon, but is confirmed by Herodotus and other writers.

The twentieth chapter of Genesis regarded as an "isolated boulder in the stratification of the early books of the Bible," furnishes us with an account of an uprising on the part of five kings in the Valley of the Jordan against their overlords; four monarchs from the East enter into battle with the five, in the Vale of Siddim, which is the Salt Sea (14:3). The Dead Sea is frequently referred to as the Salt Sea (Joshua 3:16) so that apparently the writer shares the view that the Dead Sea was once dry land. In verse ten, which is the section that interests us specially, we are told that "the Vale of Siddim was full (literally wells, wells) of bitumen." Here the petty princes and their armies were defeated, and some of them probably mired in the oil.

TODAY 20 YEARS AGO

In response to the first call for a run issued by Arthur Baxter, the newly elected captain of the Reliance Club wheelmen, between fifty and a hundred cyclists joined in a trip to Berkeley and back.

B. Goodenough, a prominent Oakland man, and several other businessmen of this State, planned to settle a colony of fruit growers in Southern Oregon.

Mrs. Becker of Hayward gained a reputation for being able to force a horseshoe or turn out a delicate piece of embroidery with equal ease and perfection.

The Sacred Heart fair came to a close after a successful run of three weeks.

The Board of Public Works put itself on record as being unqualifiedly against employees of the city refusing to pay their just bills.

THE JESTER

The Usual Way.

"I suppose you and your wife share everything?"
"Not at all. She insists that I have all the faults."—Boston Transcript.

Reputation to Maintain.

"Can't you set a date for the payment of this bill?" asked the collector.
"I could if it weren't for one thing," answered the debtor.
"What is that?"
"I want to maintain my reputation for veracity."—Boston Transcript.

Professionally Speaking.

"You advertised as a chauffette-maid?"
"Yes, madam."
"What were your duties at your last place?"
"I drove and cleaned the cars single-handed."
"And as maid?"
"I took down my lady at night, and assembled her in the morning, madam."—Cassell's Saturday Journal.

WORLD SEAS PATROLLED BY ALLIES

By G. Kay Spencer.

NEW YORK, Sept. 15.—On the seas of the world the fighting vessels of the allied nations maintain the most gigantic and effective blockade ever enforced since the tides of Caesar overran the Mediterranean in the campaign that preceded Pompey's annihilation.

In this sea that has swallowed the hulks of the navies of Carthage, Greece and Rome the "camouflaged" units of the allies are ever set afloat by man meet in a constant test of skill and daring. The Anglo-French-Greece-Italian fleet maintains a stringent blockade of every mile of Mediterranean coast line. Despite the alertness of the allies in this sea the submarines of the Central empire find here their most profitable hunting ground. The kingdom of Italy is suffering the throes of a serious coal shortage due to the severe losses of Italian shipping, supplemented by neutral and British shipping, in these waters. Indeed, the sinkings are so numerous and vital that a serious Italian offensive may be always forestalled by the undersea power of the German empire. Out of one fleet of coal ships sailing from Genoa to Liverpool and numbering twelve units, only five returned to their home port.

CHANNEL BLOCKED.
In the eastern Atlantic and the English channel there is in effect the most extensive and impenetrable blockade of any. During the day British and French scout ships nose their precarious way among the shoals in close proximity to the German coastal waters watching for a sign of enemy forces. These waters are thickly strewn with mines, both nations mining extensively to suit their program of attack or defense. Sporadic raids by German light units are occasionally successful, but these are becoming rarer and rarer. Steel nets are also being used by the British navy to combat the submarines. These, in spite of all reports to the contrary, are still in an experimental stage and are of doubtful effectiveness, especially since a submarine has been evolved with machinery for the destroying of the most powerful nets now in use by the admiralty.

SCHEDULED ALLIED.
With the coming of night and darkness, the schedule is altered somewhat, and merchant fleets which have been forming in sheltered ports during the day are conveyed across the channel in well defended convoys. A convoy consists of no capital ships, but of destroyers and scout boats, which rush along in devious courses and at terrific speed. With protecting units in front, behind and surrounding them, the fleet usually gains the borders of Dutch territorial waters in safety. Here the naval squadron stops short and the merchant ships are conveyed to their point of destination. Shortly afterward a submarine is seen, and the fleet is formed in emergency, and under the protection furnished to it, takes its way westward. Occasionally a straggler is torpedoed, and mine victims are at intervals found.

Kokland, though a neutral, has her place in the blockade of the world's waters. Eliminating Dutch waters of floating mines and anchored mines which have lost their anchorage forces the Netherlands to maintain an extensive force of trawlers. Her neutrality would be frequently violated by either side of the warring empires should she enforce in any lax manner the marine law of the three-mile limit.

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The principal forces in the Pacific are Japanese cruisers and destroyers. They have taken over the former German islands of the Marshall and Marianas groups and the eastward Caroline archipelagoes. The capture of Tsingtau was assured through the Japanese navy strategy. They lost by a mine the cruiser Takachido before this fortress was captured. The British and Australian cruisers operating in this part of the world in the shape of coal and munitions. It is a signal fact that of Japan's 6038 miles of coast no foreign enemy has succeeded in forcing an entry since the Peary incident in 1853 and before that since the attempted Mongol invasion in 1281 under Kublai Khan.

The most recent entrant in this struggle is the kingdom of Siam. The king's yacht and several antiquated motor boats form their "navy," which blockades in its small way a portion of coast where no danger is ever likely to come, typhoons excepted. British and Portuguese gunboats have the duty of policing the coast of German East and Southwest Africa.

From Port Said to Aden the Red sea is quite under the control of British gunboats.

CONTEST HERE.
In the Black sea the upper hand is still a matter of contest. Both contenders seem to be intent on preserving their "fleets in being," to quote a pet phrase of naval strategists. Only unimportant brushes have occurred but the addition of Russian fleet units, the Breslau and the Goeben, have undoubtedly materially strengthened the Turkish forces. The Germans seem to be more than able to defend their ports recently captured from the Russians. The Russians exhibit a disinclination to attack in force. Mines in great quantities have been strewn in these waters.

The Cafeteria
OF THE YOUNG WOMEN'S CHRISTIAN ASSOCIATION
(1515 Webster St., Franklin St. opp. 15th)
Is the place where
BUSINESS MEN AND WOMEN
Want to dine, drink and be merry.
The CAFETERIA is under the management of Miss Edna Black, Domestic Science teacher, which assures the selection of food and its preparation.
Tables may be reserved for Committees and Parties. Telephone Lakeland 1515.
Breakfast: 6:45-8:30.
Lunch: 11-2.
Dinner: 5-7.
Sundays and Holidays (breakfast only), 8-10.

Woman Spy Teils of Work For Kaiser Helped Win Metal Profits From England Countess Recounts Story of Intrigue

By Countess Hilda von Schaumburg.

I had several expedients for holding him in strings, and the best among these was a very hot-tempered "uncle," who came from Berlin at my suggestion when I found Herr Lenin was becoming difficult to handle.

This "uncle" who was really a retired lieutenant of the guards, had joined the secret service, entered at the nick of time in a scene I had staged with Lenin, and scared my lover so badly that he never stopped running until he had reached Germany.

It was not all amusing work, however, for Lenin brought upon me a host of his own spies, as though I were not sufficiently haunted by my own.

SPIES, SPIES AND MORE SPIES.
Spies of all nations swarmed in Berlin, and it was of a piece with the usual management of our own service that most trouble was given by the German, who, though I had not suspected of watching me.

It was only later that I discovered how many reports about me this man had filed at Department No. 3, which deals with suspected German agents in the German empire. I was suffering from the inconveniences I did not understand.

The whole trouble arose from the vagueness of my own reports, and that arose from the fact that I really did not know what to do with Herr Lenin now that I had caught him.

I knew my instinct was right, nevertheless, and the proof came to me when the Russians rose and tore their poor Caesar from the throne. The first thing that followed was the abdication of all my mad Russians to the craziest manifestations of delight. Herr Lenin in particular became so thoroughly unendurable that I made my mind to have done with him forever.

TO SHARE THE SPOIL.
Lenin spoke of this mastery, the German Emperor, with loathing, and only listened to me when I said that many in Berlin were of his opinion, and that he must seize the opportunity to encourage them by a personal visit. He hoped to escape from Berlin could be deferred until after he had set everything right in Petrograd.

I introduced the question of money carefully and cautiously, and was rewarded by seeing the light of avidity in his eyes, but then he disclosed to me what was really in his mind.

His friends in Russia were plundering royalties, and he wished to hasten back there for his share of the spoils. He usually gains the borders of Dutch territorial waters in safety. Here the naval squadron stops short and the merchant ships are conveyed to their point of destination.

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The most recent entrant in this struggle is the kingdom of Siam. The king's yacht and several antiquated motor boats form their "navy," which blockades in its small way a portion of coast where no danger is ever likely to come, typhoons excepted. British and Portuguese gunboats have the duty of policing the coast of German East and Southwest Africa.

From Port Said to Aden the Red sea is quite under the control of British gunboats.

CONTEST HERE.
In the Black sea the upper hand is still a matter of contest. Both contenders seem to be intent on preserving their "fleets in being," to quote a pet phrase of naval strategists. Only unimportant brushes have occurred but the addition of Russian fleet units, the Breslau and the Goeben, have undoubtedly materially strengthened the Turkish forces. The Germans seem to be more than able to defend their ports recently captured from the Russians. The Russians exhibit a disinclination to attack in force. Mines in great quantities have been strewn in these waters.

change the subject and make him tell me more about his important self.

DECEASED CONFIDENCE.
At last he told me the errand that was taking him to Australia.

"I am going to our colony, dear countess," he said, "to examine a very important, and very lucrative proposition, it may be. I am afraid I shall bore you if I enter into the details; they are technical in the extreme."

"Ah, but no," I cried. "Tell me all about it. I have to have something to talk about to the wonderful business men to poor little me."

"Well, you see, these Australian fellows have a lot of rough metals they don't know how to handle. It is only a tip-off placed from what I make of it, and when they have a really big proposition on hand they have to come to England for the money. Regular incubus they are sometimes."

"These metals—tin, zinc, lead, copper and silver—exist in very complicated ores. To handle them satisfactorily an enormous plant of machinery is needed and a very great capital."

I was trembling with pleasure when he left me; for, as you have guessed, it was about these very metals that I was going to Australia.

I had to prevent their falling into the hands of the English, and to see that they all came home to the fatherland, where the profit of treating them, and more especially the metals themselves, were much desired.

I sat on my berth that night and laughed a little at this good Sir Percy; but most of all I wondered at my great good fortune in meeting him so quickly, where I could work to some advantage.

Believe me, after that night we became better friends than ever, so that the people on the boat began to smile a little.

I did not care, and this red-faced, newly-made noble was naturally proud to be so closely associated with Countess Hilda von Schaumburg. Before we reached Australia I could twist him round by little finger.

We arranged our tour so that we should see another continent, stopping at the same hotel, and visiting sometimes with the same people.

He was in love, that Sir Percy Plummer, and I did not tell him that I knew he had a wife and two old girl daughters in England. A cat woman on the boat told me that, and showed me newspapers which proved it.

I only said to her: "Yes, Lady Plummer is a dear old maid."

It was very wonderful, when we got to Australia, to see how our people were at work, quietly stealing from the stupid English the riches and the trade of this fine colony; only if it had been a German colony we should have taken 10 times as much from it as these English knew how to do.

FOUR OF MINES.
"You called me Hilda once upon the boat, Sir Percy," I said, "and which I got a suggestion of coming tears. And I am so lonely here. Couldn't I come and see the mines as well?"

"My dear child," he said, holding my hand and patting it, "they are terribly rough places; and you would be bored stiff anyway."

In five minutes we were making arrangements whereby I should go to the mines when he went, and see them as he did.

But I suffered. I went to Broken Hill, to Mount Lyell, in Tasmania, and to other places rougher still. I traveled in terrible coaches, over roads that had never been made, ate mutton chops, fried after the English fashion, till my soul was sore at the bad food.

But I saw all, and learned much that even our experts, who were there to treat for the metals had never known. All I did was to make them only more anxious to get control of this wonderful store of metals that Germany needed so much.

INVENTOR'S TEST.
Unfortunately Sir Percy says everything, too; and he knew a great deal about making money, that red-faced Englishman. If he was a fool where a pretty woman was concerned, he was no fool in solid business.

When we had finished our travels, he spoke to me, very pompously, much as though I were a little child, about the conclusion he had reached.

He had satisfied himself that the metals were there, in quantities fully equal to the representations made to him and his associates in the enterprise he represented.

It now remained to be seen whether the inventor's process could free them from their hiding place, leaving a margin of profit wide enough to satisfy him the investment was a good one.

When I heard that my heart sank to my knees, for I knew from our own experts that this inventor could do all that he claimed, and a little more.

I sought these experts, Ehrlich and Stimm, and we held a long consultation upon our next step. Ehrlich added to the information that Sir Percy had given me.

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Then Stimm spoke. He was an ugly fellow, with hair like tallow, and close eyes that squinted inward, but he was a clever man and a good German.

"If only we could get to the plant when it was working," he said.

being with me through so much of it. You shall come into our company on the ground floor, and I shall make you a rich woman."

So I went to Port Pirie to witness the test, and I stood all day among dirty pans full of whirling slush, that was crushed metal ore. I asked Mr. Daniels, the inventor, a hundred questions, and he explained them all patiently, but in words that held no meaning. I suppose he thought he was very clever.

At the right time I slipped my lumps of metal among the dirty slush, and nobody noticed me at all. It was as easy as being made five by Sir Percy Plummer, who was now becoming so ardent that I longed to get rid of him.

I knew, however, that I must tolerate him until the result of the trial was made known, and he had refused to make a contract.

That happened, too, just as fortunately as all the rest. The inventor, Daniels, came in a very crestfallen manner to tell of his failure and to ask for another trial. The good Sir Percy called him a humbug, and accused him of bringing people on a wild goose chase all the way across the world.

MY SUCCESS.
Thereupon, in my presence, the angry inventor called him many hard names, most of which were quite true, and Sir Percy, in very high dudgeon, declared the deal permanently off.

There was nothing left for the mining people then but to close with our offer, and a good contract was made. Until it was broken by that felon, Hughes, all the profit and trade of

those Australian metals went to Germany.

Sir Percy was now in a great hurry to leave Australia, and begged me to return by the same boat as he. I thought it as well to promise; indeed he stuck to me so closely that I had to travel with him all the way to Adelaide for the purpose of seeing him on board.

Because of my success in this matter of the metals of Australia, I was afterwards sent to Brazil on a strange errand.

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Ehrlich shook his head more mournful than ever. "It will be guarded against the approach of such people as ourselves," he said, and groaned again. He was always groaning, that Ehrlich.

"What could you do, if you got to the plant?" I asked Stimm.

"We could slip something in that would counteract the chemical action upon the ores," he whispered. "It would reduce results by quite one-half."

"Is it bulky, this something?" I asked Stimm. "It is something I could not carry in my bag?"

Both he and Ehrlich sat up straight, and their eyes grew round.

"Two pieces of metal. You could hold in your hand would do it," said Stimm, after a little mental calculation; and Ehrlich nodded.

"Have them ready for me," I ordered. "I will witness the trial of this apparatus."

I managed very nicely with Sir Percy that evening, so nicely that I had not to invite myself to the trial at Port Pirie. He pressed me to be present.

"You must see the great deal through, Hilda child," he said, after

ARGENTINE ANT; HOW TO KILL IT

SACRAMENTO, Sept. 15.—How can we rid our pantries of the Argentine ant?

This is a question which has come to the Committee on Resources and Food Supply of the California State Council of Defense.

Poisoning, by a syrup which contains between one-fourth and one-half of one per cent of arsenic, has been found by the Department of Entomology of the University of California to be the most satisfactory way to fight the Argentine ant. By using this very weak solution it is brought about that large quantities of the poison are carried to the nest and fed to the young ants, and thus the whole nest is killed by slow poisoning.

The most convenient way is to use a large jar with a perforated cover and to place within it a sponge saturated with the ant solution. The ants will enter through the perforations in the cover, fill themselves with the ant solution, and carry it to their nests. In the worst cases a half-dozen jars will serve an ordinary sized house and lot, and if the ants are not very numerous one jar may be enough, placed in the kitchen or pantry. This remedy is useful for all the native species of ants as well as for the Argentine ant.

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ASK CLERGY TO SEE DANCER AT CHURCH SERVICE

The clergy of the bay cities have been invited by Red Shawn, husband and dancing partner of Ruth St. Denis, to be his guests at the torch-chorean church service at Scottish Rite Auditorium, San Francisco, on Tuesday evening, to judge the religious sincerity of his rendition in dance of the Twenty-third Psalm, the Gloria and other numbers of modern religious ritual.

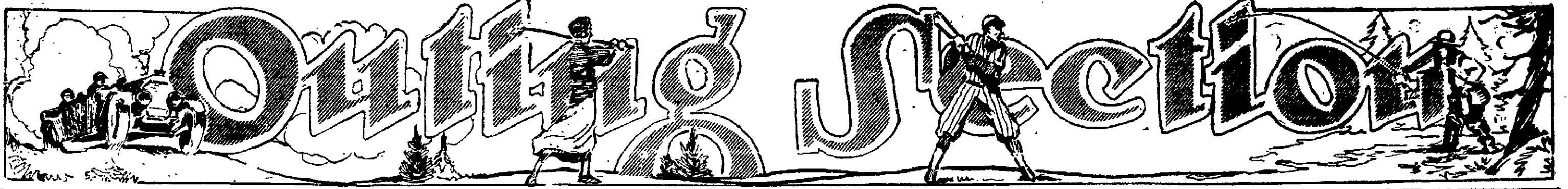
Rev. Henry Frank, leader of the First Interdenominational church, who has sponsored the unique service, has been the target of severe criticism from the ministers. Favorable and unfavorable comment is expected by Dr. Frank from the pulpit today, as he has asked the pastors for expressions of their opinion regarding the service as a benefit for the religious worship.

Shawn will dance the complete service, beginning with an opening prayer and including the twenty-third psalm, a hymn, the Doxology, the Gloria, a sermon, and a benediction. An augmented orchestra will accompany him.

Rev. Mr. Frank will give an explanatory lecture on the spiritual significance of the presentation. His topic will be "The Mysticism of the Dance."

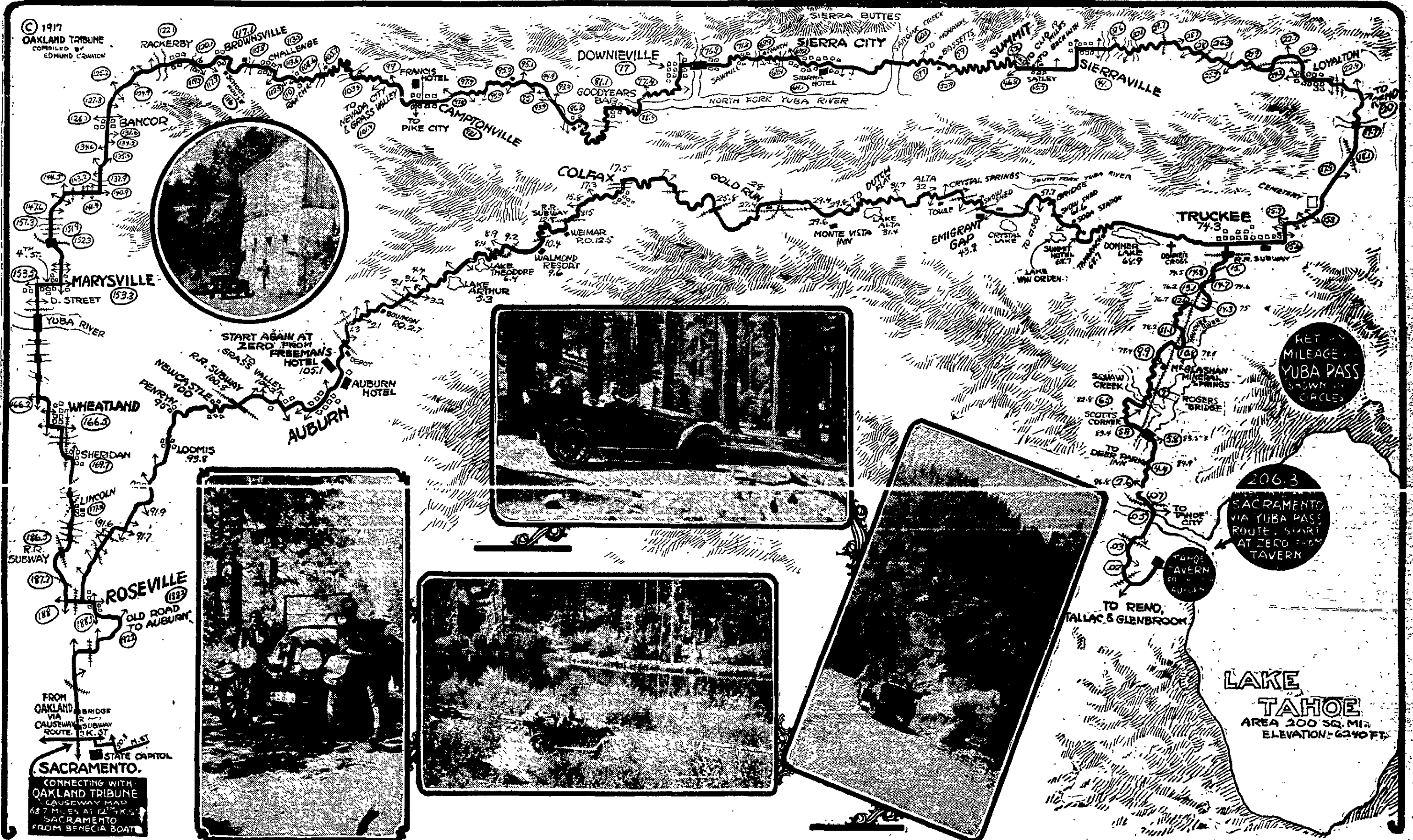
LABOR IS NEEDED
An active demand for labor still continues, according to the regular monthly report of the Oakland Public Works department, which shows that those Australian metals went to Germany.

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Yuba Pass Scenic Wonderland for Venturesome Motorist

The Tribune road map of the Yuba Pass route from Tahoe to Oakland compiled from the odometer readings secured by the Automobile Department of The TRIBUNE during a recent trip over this pass in company with C. A. Penfield of the John E. McLain Company, in a Franklin Six. Photos show many of the scenic spots enroute with the Franklin car in the foreground. This Yuba Pass is easily one of the most scenic of all the passes through the Sierra Nevada Mountains and in all reality rivals the Tioga Pass for the adventurous motorist.



YUBA PASS IS SCENIC AUTO ROUTE

By EDMUND CRINNION

In the way of a diversion from the two well known and heavily traveled roads over the Sierras to the Tahoe country, the Automobile Department of The TRIBUNE presents to the motoring public of Alameda, Contra Costa and Santa Clara counties this morning the first automobile road map compiled showing the scenic Yuba Pass route that not only connects the Tahoe country with the bay cities, but gives the motorists another route crossing the Sierras that is rivalled from a scenic standpoint only by the world-famed Tioga Pass.

This trip over the Yuba Pass is best made as a return trip to Oakland after a visit to the lake and the map is compiled showing the mileage markings from the Tahoe country to Oakland. The connection of the Auburn road map going is merely in the nature of a suggestion and also as a location mark showing the lay of the Yuba Pass route.

At the present time there are many ways for the motorists to reach the Tahoe country. The Auburn-Emigrant Gap road and the Placerville road are the two best known roads and both are official Lincoln Highway routes.

Anticipating that most motorists reach the lake over either of the two roads just mentioned, it is easy enough for them to connect with the Yuba Pass road map by setting their odometers back to zero at the Tavern grounds and following the turns noted herewith in the accompanying map which was compiled by The TRIBUNE from the odometer readings of the Franklin car which was driven over the road by C. A. Penfield of the Oakland house of the John F. McLain Company for this purpose on the return trip from the Fourth Annual TRIBUNE Tour to Tahoe.

While the return over the Yuba Pass is much longer than either the Placerville or Auburn roads, and the road is in many places rougher, yet for the many who seek new worlds to conquer the trip is well worth while for this Yuba Pass is intensely interesting from both a scenic and historical standpoint.

The Yuba Pass is one of the very oldest passes through the Sierras but until the last year or so was practically unknown to the motoring fraternity with the result that but few cars ever tackled the trip. This year, however, as the result of the publicity given this road through The TRIBUNE last spring automobilists in heavy numbers have explored this route and according to the people along the Yuba Pass route the automobile travel has increased to over triple that of the previous year.

What's In A Name?

Speaking about names, combinations of names, unusual names and what they indicate—glance over this one.

Down in Paris, Texas, Willys Overland, Inc., of Toledo, has a salesman by the name of B. D. Chandler.

There are Fords, Mitchells, Abbot, Alens, Andersons, Haynes, Franklins and many others, with the names of motor cars, who sell Overlands.

"Say," wrote a friend of this salesman, "did you know that one of your salesmen here is named Briscoe Dodge Chandler?"

Yes, Briscoe Dodge Chandler sells Willys-Knights and Overlands. It took only the names of five makes of cars to tell that sentence of nine words.

to make the 21 miles in comfort and see the scenery en route.

From Camptownville to Marysville, a distance of approximately 55 miles, is the worst going of the trip and in fact at the present time represents the price in comfort one must pay to see the Yuba Pass. One can easily drive from Tahoe to Marysville in a single day if necessary, but on account of the scenic nature of the Pass it is not considered advisable to do so. From Marysville to Oakland the trip is for the biggest part over State Highway routes. Furthermore it is generally figured by those familiar with touring conditions in this state that in emerging after touring the Sierras one should always stop over night along in the foothills and fig-

ure to pass through the heat of the Sacramento Valley late in the day, reaching Benicia in time for the very last boats across or else bringing through the Altamont Pass in the evening. It is on this account that the automobile department recommends the first night stop along in the neighborhood of either Sierra City, Downieville or Camptownville, thereby enjoying the scenic beauties of the Yuba Pass to the utmost and on the second day to do most of the traveling during the day thereby reaching the Sacramento Valley in the afternoon and arriving home late in the evening.

In dividing the schedule in the above manner one can also enjoy some fishing along the North Fork of the Yuba, if desired. This fork of the Yuba follows the road practically all the way from the summit to Goodyears Bar and like all of the Yuba river tributaries is not only a good stream for trout, but is also a delight for the camera fan.

Many historic spots along the road illustrate early day history and romances of the "Days of '49" when the gold rush to California was on. Old abandoned mines dot the Pass and here and there one finds a mine in active operation producing as heavily today as in the days of the gold rush and also here and there one passes by its attendant scenes of lumbering activity.

The Yuba Pass is divided in three summits. The summits are not all of the rugged granite variety that is a feature of the Emigrant Gap and Placerville summits. In fact, in describing the Yuba Pass it is best to say that this pass has all of the scenic features of all of the other Sierran passes combined with some additional features exclusively its own. While it is now rather late this

BIG CAR ORDER

According to advices received by the Autocar branch here Morris & Co., packers, last week ordered by telegram fifty two-ton Autocars, to be delivered as fast as they can be turned out. This will augment their already large fleet in the middle west and in eastern centers.

The plant at Ardmore is now being operated to its greatest capacity, said Morris, and the company expects to have a season for much more travel from the Tahoe country there is every reason to expect that next summer will see a large percentage of the visitors reaching the lake by the two main routes, taking advantage of the Yuba Pass route for the return trip. In summing up, the automobile department of The TRIBUNE recommends the Yuba Pass to the motorists who have the time to explore new roads—for the man in a hurry to return home from the lake we advise the Placerville road or the Emigrant Gap road, preferably the Placerville road for the return trip.

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ager James Hemphill of the local branch "Deliveries for California are coming along with remarkable promptness in spite of the pressure in the east, and I look for unprecedented business on the coast this fall and winter."

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31x3 1/2 Non-Skid	15.10	16.50
32x3 1/2 Non-Skid	15.90	17.40
31x4 Non-Skid	18.50	20.00
32x4 Non-Skid	19.00	20.50
33x4 Non-Skid	19.50	21.00
34x4 Non-Skid	19.95	21.45
35x4 1/2 Non-Skid	20.95	22.45
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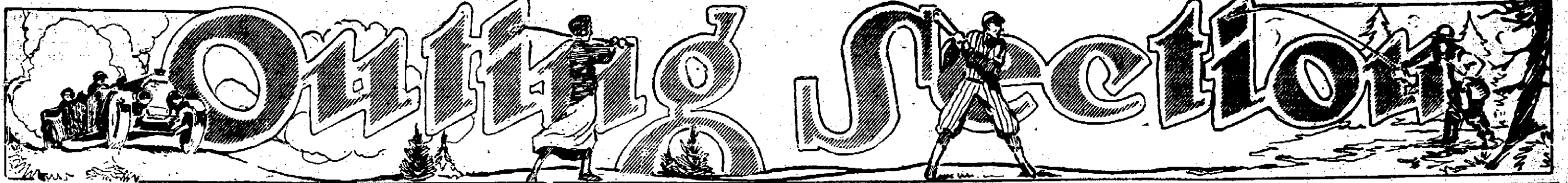
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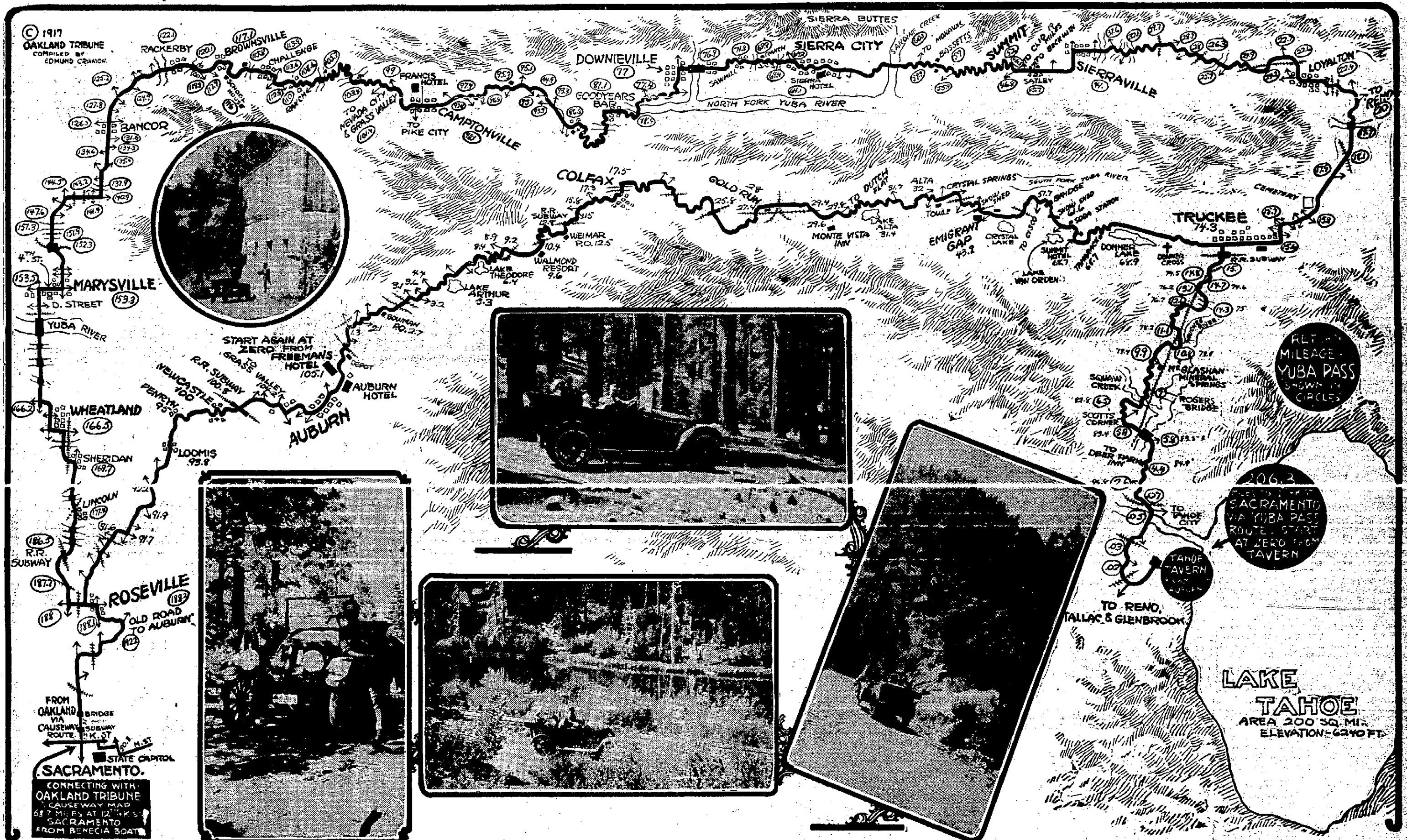
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road are the two best known roads and both are official Lincoln Highway routes.

Anticipating that most motorists reach the lake over either of the two roads just mentioned, it is easy enough for them to connect with the Yuba Pass road map by setting their odometers back to zero at the Tavern grounds and following the turns noted here with the accompanying map which was compiled by The TRIBUNE from the odometer readings of the Franklin car which was driven over the road by C. A. Penfield of the John E. McLain Company for this purpose on the return trip from the Fourth Annual TRIBUNE Tour to Tahoe.

While the return over the Yuba Pass is much longer than either the Placerville or Auburn roads, and the road is in many places rougher, yet for the many who seek new worlds to conquer the trip is well worth while for this Yuba Pass is intensely interesting from both a scenic and historical standpoint.

The Yuba Pass is one of the very oldest passes through the Sierras but until the last year or so was practically unknown to the motoring fraternity with the result that but few cars ever tackled the trip. This year, however, as the result of the publicity given this road through The TRIBUNE last spring automobilists in heavy numbers have explored this route and according to the people along the Yuba Pass route the automobile travel has increased to over triple that of the previous year.

This trip divides well into a two-day tour from Tahoe or Truckee and by getting out along in the early forenoon reach the top of the first summit of the Pass about noon and after enjoying the picnic luncheon start along again, reaching Sierra City, Downieville or Camptonville for the first night stop. Accommodations in all three places are far better than one usually expects and gets in small towns similarly situated and in fact the accommodations are so far ahead of the general expectations that one remembers the experience with pleasure. By this of course we do not mean that one is to expect the accommodations of first class hotels in large cities.

Sierra City is an easy four hours drive from Tahoe or Truckee and is 12.9 miles farther. Camptonville is 21 miles distant from Downieville and the biggest part of the 21 miles over heavy grades that mean very slow going for the biggest portion of the trip. In fact on account of the present road conditions it requires about one and one-half hours

What's In A Name?

Speaking about names, combinations of names, unusual names and what they indicate—glance over this one.

Down in Paris, Texas, Willys-Overland, Inc. of Toledo has a salesman by the name of B. D. Chandler.

There are Fords, Mitchells, Abbots, Allens, Andersons, Haynes, Franklins and many others, with the names of motor cars, who sell Overlands.

"Sne," wrote a friend of this salesman, "did you know that one of your salesmen here is named Briscoe Dodge Chandler?"

Yes, Briscoe Dodge Chandler sells Willys-Knights and Overlands. It took only the names of five makes of cars to tell that sentence of nine words.

to make the 21 miles in comfort and see the scenery en route.

From Camptonville to Marysville, a distance of approximately 55 miles, is the worst going of the trip and in fact at the present time represents the price in comfort one must pay to see the Yuba Pass. One can easily drive from Tahoe to Marysville in the single day if necessary but on account of the scenic nature of the Pass it is not considered advisable to do so. From Marysville to Oakland the trip is for the biggest part over State Highway routes. Furthermore it is generally figured by those familiar with touring conditions in this state that in emerging after touring the Sierras one should always stop over night along in the foothills and fig-

ure to pass through the heat of the Sacramento Valley late in the day, reaching Benicia in time for the very last boats across or else bringing through the Altamont Pass in the evening. It is on this account that the automobile departments recommends the first night stop along in the neighborhood of either Sierra City, Downieville or Camptonville, thereby enjoying the scenic beauties of the Yuba Pass to the utmost and on the second day to do most of the traveling during the day thereby reaching the Sacramento Valley in the afternoon and arriving home late in the evening.

In dividing the schedule in the above manner one can also enjoy some fishing along the North Fork of the Yuba, if desired. This fork of the Yuba follows the road practically all the way from the summit to Goodyears Bar and like all of the Yuba river tributaries is not only a good stream for trout, but is also a delight for the camera fan.

Many historic spots along the road illustrate early day history and romances of the "Days of '49" when the gold rush to California was on. Old abandoned mines dot the Pass and here and there one finds a mine in active operation producing as heavily today as in the days of the gold rush and also here and there one passes by a sawmill in active operation with its attendant scenes of lumbering activity.

The Yuba Pass is divided in three summits. The summits are not all of the rugged granite variety that is a feature of the Emigrant Gap and Placerville summits. In fact in describing the Yuba Pass it is best to say that this pass has all of the scenic features of all of the other Sierra passes combined with some additional features exclusively its own.

While it is now rather late this

BIG CAR ORDER

According to advices received by the Autocar branch here Morris & Co., packers, last week ordered by telegram fifty two-ton Autocars, to be delivered as fast as they can be turned out. This will augment their already large fleet in the middle west and in eastern centers.

The plant at Ardmore is now being operated to its greatest capacity, said Man- season for much more travel from the Tahoe country there is every reason to expect that next summer will see a large percentage of the visitors reaching the lake by the two main routes, taking advantage of the Yuba Pass route for the return trip. In summing up, the automobile department of The TRIBUNE recommends the Yuba Pass to the motorists who have the time to explore new roads—for the man in a hurry to return home from the lake we advise the Placerville road or the Emigrant Gap road, preferably the Placerville road for the return trip.

LEGALITE LENS

enables the motorist to comply with the new State Law and still have a safe driving light.

You buy the Legalite from us, we install them free. Money refunded if you are not satisfied.

Pacific Kissel Kar Branch
24th and Broadway

RETREADS

Pay Big Dividends
SEE US FIRST.
Our Retread Guaranteed to Give Satisfaction.
Double Tread Tire Co.
1729 Broadway, Oakland, Cal.
Phone Cal. 518.
Open Sundays, 9 a. m. to 1 p. m.

HARRIS OIL

—the choice of motor car owners that know the importance of proper lubrication for motors.
Chanslor & Lyon Co.
2428 WEBSTER ST.

BOSCH IGNITION FOR FORDS

Install a Bosch Ford Attachment on your Ford car and obtain MORE power, speed and absolute reliability.
Official Bosch Service Station.
Free Inspection of Batteries.
Scheidner & Hodson
2524-2530 Broadway.

ager James Hemphill of the local branch \$500,000 is steadily going up.

"Deliveries for California are coming along with remarkable promptness in

"and another addition that will cost \$500,000 is steadily going up. I look for unprecedented business on the coast this fall and winter."

Cox-McKinnon Co. Inc.
(Successor to C. A. Muller)
TIRE JOBBERS
U. S. G. & J. Royal Cord, Nobby Chain, Usco, Plain
RETREADS
We can save you 50% on your tire bills. Let us show you how.
BROADWAY AT 21ST STREET
LAKEVIEW 408. OAKLAND, CAL.

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DISTRIBUTORS
Vulcanizing Ribbed and Non-Skid Retreads
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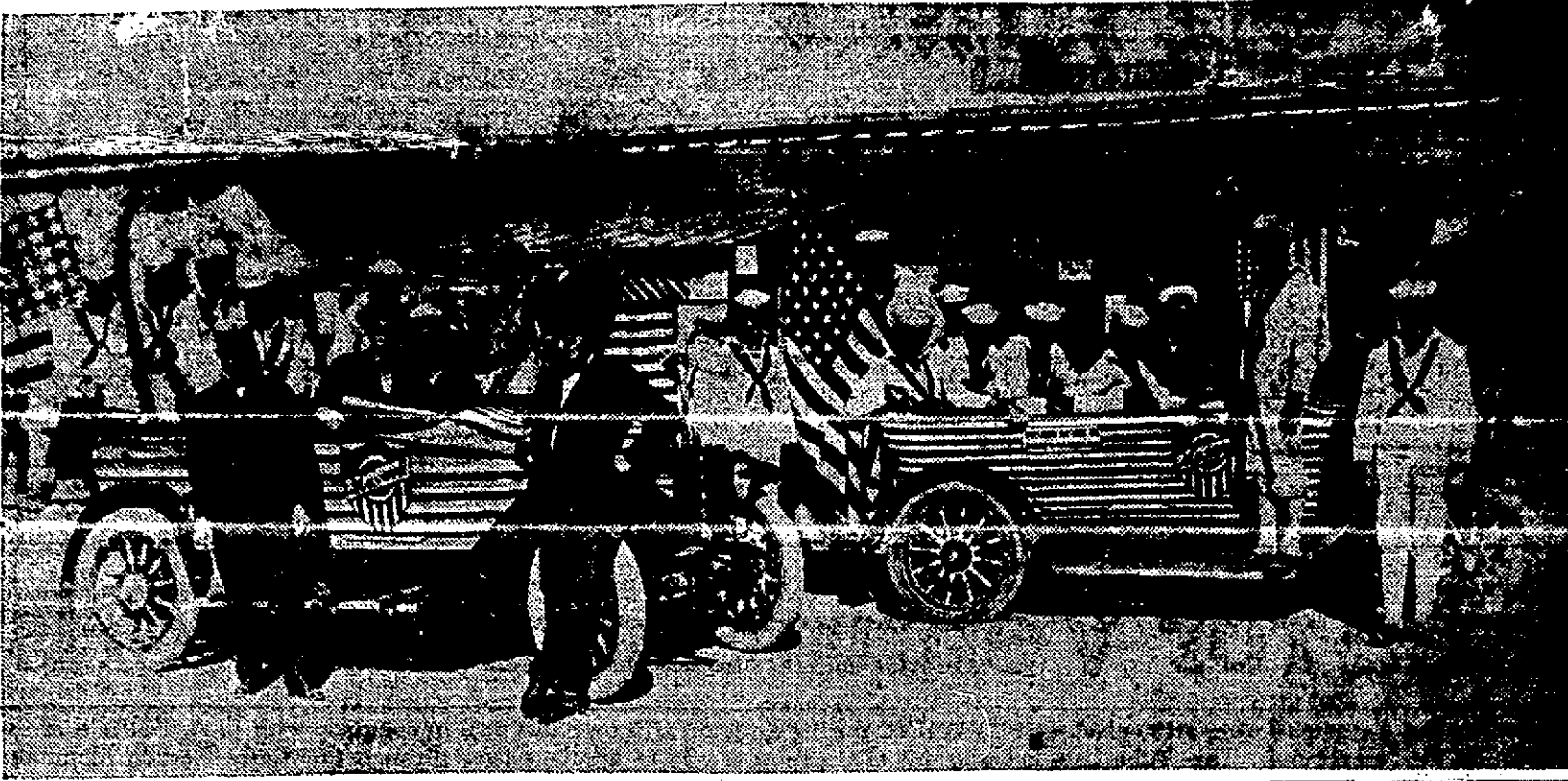
Goodrich Silvertown Cord Tire Service Station
Retreading and Repairs to cord tires our specialty.
We are always open.
Imperial Garage & Supply Co.
Phone Lakeside 2200 1426-32 Franklin Street, Oakland

NO ADVANCE
ON WEARWELL TIRES UNTIL OCTOBER 1.
EXAMINE THE TIRE. COMPARE THE PRICE.
Subject to stock on hand.

	Wearwell Price	Standard Price
30x3 Plain	\$10.40	\$11.40
30x3 1/2 Non-Skid	12.85	13.85
31x3 1/2 Non-Skid	13.10	14.10
32x3 1/2 Non-Skid	13.90	14.90
31x4 Non-Skid	15.50	16.50
32x4 Non-Skid	19.00	20.00
33x4 Non-Skid	19.65	20.65
34x4 Non-Skid	19.85	20.85
35x4 1/2 Non-Skid	21.00	22.00
36x4 1/2 Non-Skid	21.65	22.65
37x5 Non-Skid	26.25	27.25

Customers report \$500 to \$5000 miles service.
Discount allowed to dealers and garages.
BERG AUTO SUPPLY CO.
2065 Broadway, Oakland, Calif. Telephone Oakland 622.

Recruiting Maxwells Invade State Fair Grounds



The Red, White and Blue Maxwell recruiting cars of the Western Motors Company at the State Fair at Sacramento, where they were the center of interest.

TEST MADE IN TIRES FOR TRUCKS

Relative Value of Pneumatic and Solid Tires Are Determined.

The relative value of pneumatic and solid tires used on trucks of one and a half tons or less capacity was well shown in a test made recently when a ton and a half truck equipped with pneumatics was loaded with two and three quarters tons was driven from Detroit to the Mexican border and back.

Lieutenant J. W. O'Mahoney, who has been much service on the border, was in charge of the expedition and compiled some valuable data on tire and fuel mileage that is of interest not only to the war department but to every business man who wants to speed up his delivery system without wrecking his equipment.

For the first two weeks the truck had to travel through a sea of mud during a constant downpour of rain and O'Mahoney claims that the mud averaged a foot deep.

After the mud stage there came a stretch of 243 miles of rocky roads through the Ozark mountains which was a severe test on the pneumatics.

Quite a bit of good roads work was done en route as the overloaded Packard truck through a number of districts which had to be rebuilt. In the thousands of the Canadian river it looked for a time that the truck had met its Waterloo but it managed to get across successfully.

Fifty-seven miles a day or a mile for each variety was the record on the trip south but when the radiator was once more pointed toward Detroit the average was increased to 98 miles per day.

The best fuel record was made on a good road from Bowling Green, Ky. to Louisville, where every one gallon sent the truck along the road 11.7 miles, but in the Texas deserts the lowest record was 5.25 miles per gallon, although at times in the interest of Uncle Sam, and is very enthusiastic over their wonderful performance.

The police of Sacramento gave the cars right of way over all traffic, that county.

The exceptional results attained with pneumatics furnished a surprise as it has been commonly believed that for a truck of the same capacity solids were essential but it has been learned by Earle C. Anthony, Inc. truck salesman that many of the buyers of Packard trucks in the California territory have gotten better economy with pneumatics and at the same time cut down upkeep expense by reducing road shocks.

The greatest gain, however, and the one that appeals most strongly to the business man is the greater speed that can economically be maintained by the use of the pneumatics.

WILL SELL KISSELS

Sam Keeney, one of the most popular automobile salesmen along the upper Broadway auto row is now associated with the Oakland branch of the Pacific Kiesel-Kar branch according to announcement given out yesterday by manager Ben Hammond of the Kiesel-Kar interests in Oakland.

Keeney, who is exceptionally well known here through his efforts with cars



S. S. KEENEY, now with the Kiesel-Kar interests.

of the multiple cylinder type has been a keen student of the motor car business for the past eight years during which time he has been actively engaged in the business of selling motor cars. He has been connected with some of the largest motor car companies in both Los Angeles and Oakland. He starts in with the Kiesel-Kar branch house tomorrow.

It is estimated that there are now about 8000 miles of 18-foot concrete roadways in the United States. Prior to 1915 concrete highways of this width totaled about 1764 miles. Approximately 75,000,000 square yards of concrete was put down by Uncle Sam during the last three years.

RECRUITING CARS ARE ATTRACTIVE MAXWELLS DO DUTY TO THE U. S.

The two red, white and blue Maxwell cars loaned by the Western Motors Company to the Navy Recruiting Service have attracted widespread attention. The red, white and blue stripes running lengthwise of the cars is conceded to be a masterpiece of automobile painting for recruiting purposes, which was done in the shops of the new Western Motors Company of Oakland, the distributors for Maxwell pleasure cars and trucks.

These cars have been the means of securing a great many recruits for the navy, as their patriotic appearance is an innovation in navy publicity.

The cars are now at the California State Fair, and have created a great deal of enthusiasm, and were applauded roundly when they led the Native Son's parade last Monday, carrying a load of Uncle Sam's white-clad sailors especially picked for their appearance and beautiful voices. Throughout the parade the boys sang accompanied by the Goat Island Naval band, their recruiting songs, "Where Do We Go From Here" and "Goodbye Broadway—Hello France." When the cars were not in actual service on the street, they were stationed in front of the naval recruiting office directly opposite the main entrance.

At the stern of the cars a huge American flag was attached, which floated in true independent Old Glory fashion to the breeze as the cars sped here and there busily engaged in taking recruits to headquarters.

The red, white and blue cars were under the personal charge of Chief "Tommy" Turner, a recruit, a resident of Oakland, who has been in the navy for twenty years, and now engaged in recruiting. Officer Beranda has driven these cars for over 80,000 miles in the interest of Uncle Sam, and is very enthusiastic over their wonderful performance.

The police of Sacramento gave the cars right of way over all traffic, that county.

for America recruits as rapidly as possible may be unhindered in securing them. The cars will return to San Francisco and Oakland at the close of the fair, much to the gratification of the school children of Oakland and San Francisco, who cheer the red, white and blue car whenever they happen to pass the schools.

TAHOE WILL CLOSE

Motorists desiring to visit the Lake Tahoe country, California's wonderland, should do so within the next three weeks as the season which has been an exceptionally live one, comes to a close on October 1st.

More motorists than ever before have made the journey to the Lake Tahoe resort this year and there is every evidence that many more automobiles from this section will take advantage of the present good roads to make the trip before the close of the present season.

Tahoe Tavern will not close until September 24th. Fomina's and Tallia's, however, will close Tuesday. Al Tahoe stays open until September 30th. Brockway stays open until October 1st, being the last resort to close.

The following are the closing dates of the other Tahoe resorts:

Moana Villa, September 20; Emerald Bay Camp, September 15; Fallen Leaf Lodge, October 1; Glenbrook, September 30; Tahoe Vista closed August 31; McKinnis, October 25th.

Ficken Now With

Henry W. Ficken, well known in the automobile trade here, through his affiliations with the tire and accessory trade, is now a member of the newly formed Liberty Fire Service Company, Ltd., of Oakland, handling the Pennsylvania line of tires in Alameda

MANY VISITORS ARE AT YOSEMITE

The summer closing August 31, has seen 30,000 persons come to the Yosemite National Park. More than 15,000 of these, according to the government figures have been private campers coming in their own cars, and locating for a week's or a month's sojourn on the cool shaded banks of the Merced. This is by far the largest number of private campers the valley has ever had. Of the other 15,000 visitors to the park 10,172 have been guests of Camp Curry.

The exact government figures for August for the whole park are not yet available, 8000 people for the month in the stages and a thousand in private cars being a close estimate. By month's the Yosemite travel this summer has been:

May with 175 private cars with the stages carrying 1938 people.

June 1213 private cars and a total of 8941 people.

July 1966 cars and 13,344. In each month except May the private cars have brought in more people than the railway and motor stage lines.

The August volume of travel has been greatly increased by the number of people entering the park at its eastern gateway, the 10,000 feet high Tioga Pass. The last few weeks as many motorists have been entering the park coming from the region of Tahoe and the Sierra highways as have been registering at the government checking stations along the western border. They report the roadbed along the Walker River and Leavine Canyons. Over the Tioga Pass and through the park in a good condition as the familiar California highways, leading in from Wawona, Coulterville and Crocker's.

FISHERMAN IS CURED OF HABIT

Charlie Hebrank, major-domo of the Oren and Hunter Auto Company in Oakland, and the first and foremost disciple of Isaac Walton on the coast, has been cured of the fishing fever. Strange as it may seem, this miracle of curing a man of the heretofore incurable fishing mania has not only taken place but the subject of the cure was formerly considered the most confirmed fishing enthusiast ever located. In fact Charlie, who is rational on all other subjects, was really violent on the question of trout, trout flies, spoons, and other types of fishing tackle. So devoted a disciple of Walton was Hebrank that on the occasion of the last Tahoe Tour held by The TRIBUNE during the September holidays Hebrank, who has always joined the tour, forewent the pleasure of making a perfect score with his Humpmobile and went fishing instead.

This was his last effort to prove that he was incurable as a fishing enthusiast, and also strange enough it was his last fishing trip, for he got so many fish, both big and bigger yet, that he just cannot bear to hear the word fish again. It nauseates him to have any one mention trout during the course of a casual conversation.

Hebrank spent the ten days beginning September 1st in the Tioga Pass regions where the fish are both large and plentiful. He worked hard and faithfully and caught the limit with such monotonous regularity and having no one to give them away too, he ate them with the same monotonous regularity that he had his fill of fish. It was nothing but fish, fish, fish, fish, fish again, and, etc., until he returned home again, he says.

Hebrank in company with his daughter, Miss Ethel; Charles Flett and wife and George Melhard and wife in two cars, a Humpmobile and a Mitchell, spent the ten days in the Tenaya Lake Lodge in the Tioga Pass Country. He caught the most

C. L. HEBRANK, who had all the fishing he wants.



fish and the largest ones in the Lyell Park, he says, which is at the foot of Mt. Lyell, a peak of the Yosemite reservation that reaches an altitude of 9,900 feet. The Lyell Park is about nine miles from Soda Springs Camp and Hebrank and party had a most enjoyable time tramping to the good fishing grounds and back to camp.

CAR ON MARKET

The new light six, Moon car which is to sell for \$1000, is on the market and deliveries in quantities are promised for September 15.

The Moon Motor Car Co. announces that it will produce 5000 of these cars per annum, which makes this undertaking a tremendous addition to the manufacturing interests of St. Louis.

SALES FORCE IS KEPT AT WORK

These days are busy ones for the sales force of the Western Motors company, distributors of Maxwell pleasure cars and trucks. According to all reports the new Maxwell car has created a furore in the motor world.

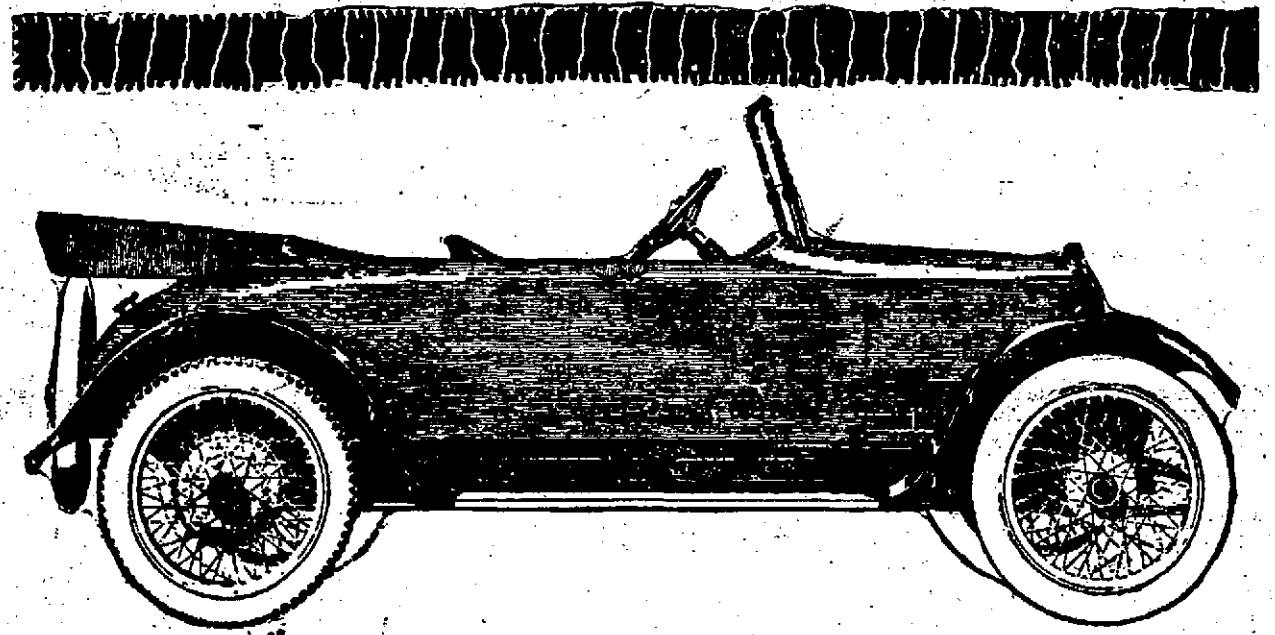
General Manager Alves, of the Western Motors company, in speaking of the reception extended by the public to this beautiful big car says:

"The Maxwell factory has more than made good the promise to turn out in the 1934 model a car of exceptional beauty, and mechanically right. The pure stream line body of the new Maxwell is a marvel of artistic harmony, approved by the best authorities on body building. The reception the car has received here has been more than gratifying, and it sales continue, as all indications point, we will have a hard time making deliveries."

"Every one seeing the new Maxwell is astonished at its large, dignified appearance, and express wonder that it is possible to produce such a car at its price. This is only made possible with an organization possessing such immense resources as the Maxwell factory has at command."

For the past four years the engineers of the Maxwell factory have devoted themselves to improving and developing the Maxwell power plant until it has reached motor perfection as near as modern engineering, coupled with years of automobile building experience could accomplish, and this year they have devoted their entire energies to producing the most perfect automobile body imaginable, with the result that the new Maxwell is a car of utmost refinement.

Our salesroom the past week has been crowded with admiring visitors, and sales have been most gratifying. The beauty of automobile building, experience wise, is sure to make this the largest selling year for the Maxwell in its history on the Coast."



Smartness and Economy

Come in and see this car.

It has the smartest style of any car ever produced to sell at so low a price.

In fact it is the only smart sport model among low priced cars.

And it is as economical as it is smart.

The motor is a wonder—smooth—lively—powerful—yet with a very low consumption of gasoline and oil.

It has cantilever rear springs which make it exceptionally easy riding and easy on tires.

The unique seating arrangement provides comfortable room for four large people.

And it is just as comfortable for a big man as for a little woman to drive for the front seats are adjustable forward or back.

Five wire wheels are included in the price.

Come in and look it over.



Country Club

\$795

Including Five Wire Wheels
f. o. b. Toledo—Subject to change without notice

WILLYS - OVERLAND OF CALIFORNIA.
FACTORY BRANCH

Telephone Lakeside 132

Broadway at 29th St.

The Significance of the Road Tests of the Westcott SIX

WESTCOTT SUPERIORITIES

- Completely lubricated by Oil Cup instead of Grease Caps.
- Westcott "Self-acting" Top of gasoline Pump.
- The most highly perfected Six Cylinder Motor ever built by the Continental Motors Company.
- Thermodynamic Control of Engine Temperature; Padlock Radiator.
- Marshall Carburetor with Integral Choke; Duesenberg Ignition.
- Throttle, Overhaul, Accelerator, Storage and Brakes; Four Pedals Adjustable.
- Gummer Semi-Incompressible Steering Gear; Adjustable Steering Column.
- Dry Plate, Multiple Disc Clutch.
- Extra Heavy Transmission.
- Spring-Driven, Jockey, Torque.
- Delco Starting, Lighting and Ignition; Wiring in Metal Armor.
- Chrome Vanadium Springs; Shock-absorber front; Cantilever rear.
- Overhaul 35" x 4 1/4" Tires; non-skid rear; ribbed front.
- Motor Driven Tire Pump.
- Divided Front Seats; 9" Ashtray.
- Large Size Street Vacuum System.
- Self-Cleaning; Door Closes with Push.

PRICES: C.O.D. SPRINGFIELD, OHIO

- Seven or Five Passenger Touring Cars.....\$1790
- Four Passenger Touring Roadster.....1390
- Seven or Five Passenger Convertible Sedan.....1590
- Four Passenger Convertible Coupe.....1290

FEW MOTOR CARS are road tested by their manufacturers in these days of frenzied production. The cost in time and in money is too great. The delays for needed adjustments result in congestion. Speed, speed, speed—every other consideration must be sacrificed for speed, and for economy of factory operation.

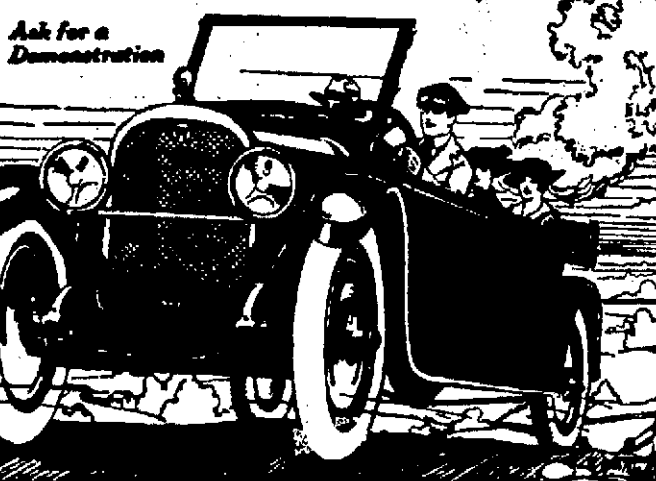
The Westcott engineers hold to the opposite ideals of efficiency. They regard the perfect performance of every Westcott Car to be their fundamental obligation. Every unit in Westcott construction is the best of the best. Workmanship is rigidly held in check by exacting superintendence. But the supreme check, after all, is the scientific check of road performance.

This is why every Westcott is road tested by Westcott experts before shipment. This is why every Westcott comes to us, and through us to the buyer, ready to outperform all rivals in any contest of hill climbing, low throttling, acceleration, ranges of speed and all around roadability.

When you drive our demonstrator you will know exactly what you will get in the Westcott Car you may select, no matter what its body type may be.

KIEL & EVANS CO.

Northern California Distributors
1450 Harrison Street, Oakland
Phone Oakland 517
SEE US FOR AGENT PROPOSITION



TERRITORY S TAKEN OVER

The Peck-Pullen Motor Company of Oakland has taken over the Mitchell car in the Oakland territory according to an announcement made yesterday by F. L. Du Brooy, head of the Du Brooy Motor Company, Northern California distributors for the Mitchell.

The Peck-Pullen Company, which was organized a few months ago already handles the Saxon automobile and the Vim light delivery car and the acquisition of the Mitchell line will give the local company a car to meet the needs and purses of all classes of motorists.

The Mitchell car, whose popularity throughout the country is due not only to its sturdy qualities, excellent lines and expert workmanship but also to the many refinements and improvements made by that master engineer John W. Bate.

The Saxon by its recent economy tests and the national record set by the Saxon boundary trail blazing car, has proven its economy of operation, low upkeep cost and all around sturdiness and is meeting with increasing favor here according to Pullen.

The Vim light delivery car is also meeting with increasing favor among the merchants of the city and it is held by many to be the solution of the delivery problem, one branch of merchandising that has often cut down the profits of business concerns.

The new Mitchell cars, including the four passenger, chummy roadster model, the latest type of Mitchell car which has just reached the coast will be on display in the salesrooms of the Peck-Pullen Company this week.

This deal, another one of the Du Brooy Motor Company's moves to secure the best possible dealers for their cars in Northern California was closed by W. D. Burke, wholesale manager for the Du Brooy Company.

TIPS GIVEN ON MOUNTAIN TRIPS

While many motorists are thoroughly conversant with the fine points of mountain driving there are made drivers who do not know how to turn the car back on a steep slope. If they fail to put their knowledge into practice.

While on a recent trip into the mountain country in his Velle Six, Edward K. McDonald, the Velle distributor, noted several following suggestions which are being passed on to Velle owners and which should be of value to the general motoring public.

The following are McDonald's tips for mountain driving:

Don't go into the mountains loaded; travel light as possible. Take along an extra chain, two or three extra tubes, a good repair outfit which the motorist knows how to use, a jack, a pump and a couple of spare tires or sleeves. There is no need, on the average mountain trip, of carrying along more than one "spare" casing so long as blow-out shoes or sleeves are tied in the kit.

Give the car a good "shot" of oil before entering the hills. If this is done it will pull better and there will be less chance of burnt-out bearings.

See that the brakes are correctly adjusted and that the things are in good condition. Fill the radiator before starting and keep it full.

Never enter the mountains with the top up. If there is one place that the motorists should have an unobstructed view of the scenery it is in the hills.

Don't be afraid to sound the horn. "Ring" it as each turn is being approached. If you are between two passing points, and see a car leaving the next double width stretch toward which you are going, sound the horn vigorously so as to let the driver of the other machine know that you are coming, thereby giving him a chance to wait and let you pass. This refers alike to ascending and descending.

Before leaving a passing point glance along the roadway ahead to see that it is clear to the next double road point. Don't try to "take in" the surrounding scenery and drive the car at the same time.

If, in making the recent the motorist meets another machine going up, he should do everything in his power to "sidetrack" in time for the driver who is climbing to pass without stopping his car, as very often it is difficult to start a machine upon a steep grade. In other words, the machine that is climbing has the right of way.

Drive slowly. Forget the hurry and bustle of the city and remember that it is always "plenty of time" in the hills. The old motor will appreciate any thoughtfulness along this line.

Let a hand. If you see a motorist in trouble offer him assistance. Remember your car may come to grief some time or another when you will appreciate a helping hand.

SOUTH BIDS FOR EASTERN VISITORS

Southern California is making a strong bid for the transcontinental tourists who come West over the Lincoln highway. The Southern California Automobile Club recently sent out several Vim light delivery cars to sign post roads leading away from San Francisco and to Los Angeles. The latest sign posting operations of the Southern Club open up all of the back country east of Lake Tahoe to southern California motorists and make a direct connection with the main eastern routes to the Tahoe section.

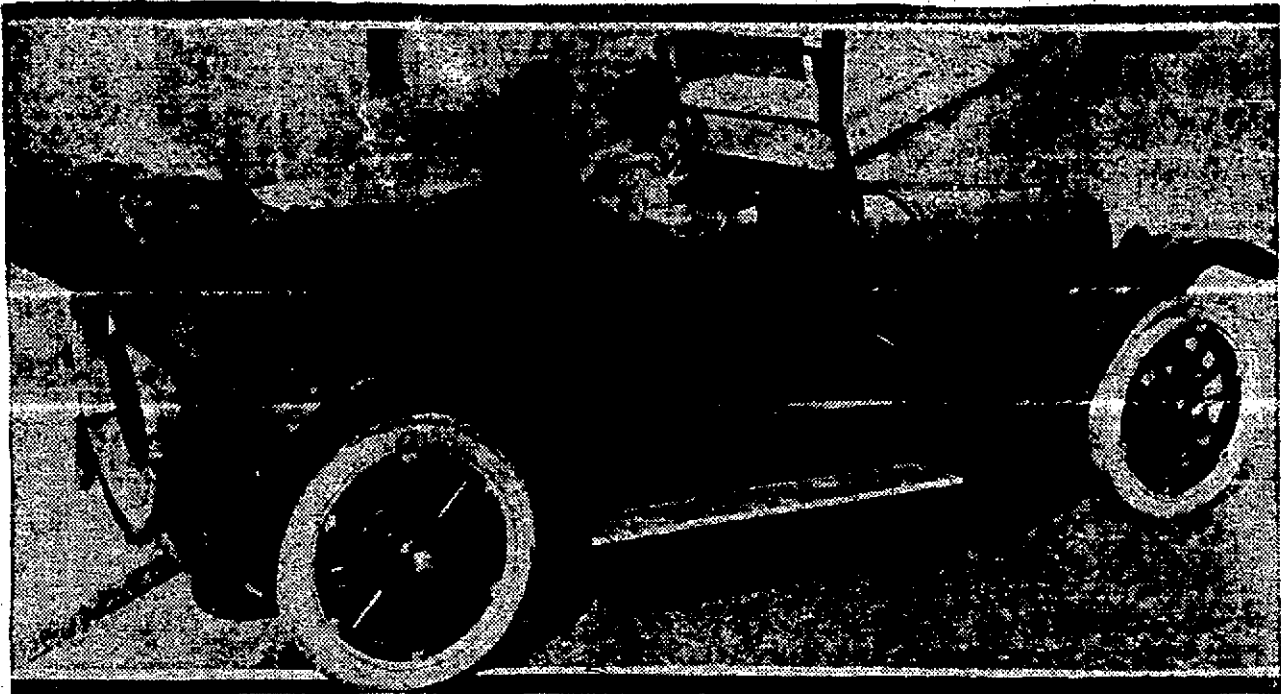
In addition to this work the Vim Trail Markers have also finished the resigning of the Midland Trail from Los Angeles to Nevada, and has completed the marking of the Lincoln highway from Elly to Salt Lake City.

In thus extending the sign system of this part of the state more than 535 paneled metal signs have been used, each carrying full directions for travel. On the Lincoln highway project 250 signs were placed over 233 miles of road. That would place a sign at approximately every mile of the way, so that they are now about twelve city blocks apart over the entire distance.

Approximately 257 miles were covered the Vim cars in doing the work, a part of this mileage being "run up" in some and two counties. According to the road report brought back the road over which the new signs lead to Lake Tahoe from the east are now in good condition.

Mitchell Agency Changes in Oakland

The handsome new Mitchell Six car, a popular model of the new line of Mitchell cars, that are now represented in Oakland by the Peck-Pullen Motor Company.



B. J. PECK



EDDIE PULLEN



F. J. PECK

Motors in France Are High Gasoline and Tires Rare

Local motorists who are inclined to think that tire prices are high should thank kind fate they are in California and not in some foreign country. For instance, if you are lucky enough in Paris, France, to get a purchasing permit, and still have possession of your car, the governing authorities will let you buy limited amounts of "essence" or "petrol" or gas for 750 a gallon.

And tires are few and far between. Presuming you are lucky enough to find one for sale, the price is bound to be at least as much as one could buy a new popular-priced car of international fame. Witness a report of a recent tire sale in Sweden, which has just been received by the San Francisco branch of the United States Rubber Company, distributors for United States Tires.

Count Richard Hamilton, representative of A. V. Holm of Stockholm, Swedish distributor in Sweden, has just written the Peerless factory giving an account of a tire deal which occurred under his personal observation.

In this communication to the factory Hamilton tells of a friend of his who learned of two year tires which were for sale just outside Stockholm and purchased them at an exorbitant figure. But the most unusual part of the deal follows.

"After purchasing the tires his friend was followed by a number of people while on his way home who were seeking to buy the tires. Offer after offer was made and in turn refused. The bidding among the rival would-be purchasers became most spirited, practically a moving auction, going through the streets."

"Finally the last and highest bid was made and turned down. This offer was equivalent to the sum of \$500 in American money for each tire."

The firm of Rice and Forrest has been appointed the new Sacramento and Yolo county distributors for the Haynes car according to an announcement made this week by Phillip S. Cole of the Haynes Auto Sales Company of this city.

Leslie F. Rice was formerly connected with the banking business in Oakland and has a number of friends in the bay cities. Sterling Forrest, the other member of the firm, is thoroughly conversant with the automobile business.

The anti-glare headlight law in Illinois went into effect July 1. One of the chief provisions of the law is that no glaring headlight may be used within 200 feet of an approaching vehicle. The law also prohibits persons under 16 years of age from driving a motor car in the state.

The Car of Unparalleled Value

KISSELKAR

Those well versed in automobile construction concede the fact that this car has really a wonderful built chassis. Only the best material procurable is permitted to be used in the construction of the chassis of this

TOURING CAR at \$1295

Its large, strong frame—narrowed at the front—permitting of a shorter turning radius—its extremely solid front axle and steering gear—assuring safety—its sturdy rear axle and double external contracting brakes, all combined with the powerful Kissel-built motor—give you a solid foundation for the beautiful stream line body.

WOULD YOU BUILD YOUR HOME ON AN INFERIOR FOUNDATION?

Look for and demand the same in your automobile

The Pacific KisselKar Branch

W. L. KUGHSOHN, Pres.
OAKLAND BRANCH
24th and Broadway Phone Lakeside 177

Portland Seattle San Francisco Fresno Los Angeles San Diego

Is "Cheaper Than Butter" Dodge Has New Claim

"Thirty-six cents a pound—cheaper than butter and guaranteed to go farther," was the novel sign displayed on a Dodge Brothers touring car in the show window of an eastern distributor recently. The Dodge was placed on four scales, one under each wheel, and showed a total weight of 2166 pounds, which, at the factory price, actually figures almost exactly 36 cents a pound.

"An interesting feature of the exhibit was the fact that the combined weight of the two front wheels was 1049 pounds, or 36 pounds less than the rear wheels which totalled 1128 pounds.

"When you consider the valuable material that is used in the manufacture of an automobile, and the immense amount of skilled labor that is involved in the making of one, a price of 36 cents a pound certainly does not seem excessive," said D. S. Jones, Oakland sales manager of H. O. Harrison Company, local Dodge distributors, last week.

"We are not accustomed to consider the price of an automobile in that fashion, but the very fact that the angle is a novel one serves to bring out sharply the fact that the modern automobile is not excessively priced.

"The extensive use of automatic machinery, and the magic of the scientific assembly system have had much to do with bringing prices to their present level. The Dodge factory unquestionably is one of the very best equipped in the world as far as modern machinery is concerned, and every square foot in the more than 70 acres that comprises their present floor space was planned with a view to making the work of assembly as efficient as possible.

"In assembling the cars, the chassis pass in as straight a line as possible and from either side comes in a stream of parts as they are needed in the various stages of assembly. It is by the utmost care in manufacture that the finished automobile at such a price as 36 cents a pound is made possible."

BIG SHOW IS PROVEN SUCCESS

INDIANAPOLIS, Sept. 15.—That the buying public is interested more than ever in motor cars was evidenced by the success of the Indianapolis Auto Show held in connection with the Indiana State Fair last week. More than one hundred thousand visitors attended the automobile show. Judging from the large number of cars purchased by farmers it is very evident that they look upon the automobile as a necessary time saver and all around helper.

"The Indianapolis Auto Fall Show is of special interest as it is the first show of the season where the 1918 models are shown. The new model National Twelve cylinder cars were the cause of much favorable comment. Auto owners have been unusually quick to appreciate the advantages of twelve cylinder power. To each revolution of the motor there are six small, strong power impulses rather than two or three blows. This constancy of power saves motor rack and strain and lengthens the life of the entire car. National twelve cylinder cars are now in operation in every state in the union, and in eleven foreign countries."

The party returned to Los Angeles the following day and both officers expressed themselves pleased with the power and easy-riding qualities of the vehicle in which they rode. The average speed for the round trip was almost thirty-four miles an hour.

Get Your Hudson Super-Six Now While You Can

Present Prices Cannot Last Long
51 Cars Have Already Advanced

From the standpoint of real value, the Hudson Super-Six is the lowest-priced car on the market.

Recent price advances on fifty-one cars have entirely upset the usual standards by which motor car values have been determined. In each price group cars naturally found their own place. But now, because some makers must supply their material wants in the present high market and because Hudson has a limited supply bought last year, the selling prices of cars do not indicate their values.

Those companies which faced the necessity of buying materials in the high market had to advance their prices in proportion. It added as much as \$100 to \$700 to the retail price of cars. It forced former \$1,200 and \$1,400 cars up to approximately the price of a Hudson Super-Six.

Hudson prices for the time being remain unchanged. Judged by today's material market the Super-Six would have to sell at approximately \$2,000. Today you can get a seven-passenger Phaeton at \$1,650. Such prices can not be continued when the supply of materials now on hand is exhausted. You save money by buying your Hudson Super-Six now.

No car, at any price has so conclusively proved its qualities as the Hudson Super-Six. It is the largest selling fine car in the world. More than 40,000 Hudson Super-Sixes are in daily use. Everyone is familiar with it. It is the pattern car for all makers who seek to establish reputations for endurance. In every community people talk about it.

Everywhere Hudson holds the record for having made the best time over some favorite route which tests speed. It is a Hudson Super-Six which has shown the best power performance on some boggy hill. Wherever you inquire you are impressed by what people say in praise of the Hudson Super-Six. Best of all you are assured that the Super-Six stands punishment unknown to other cars. People never compare the Super-Six with cars sold at or near its price. It has always been likened to cars selling at hundreds of dollars above its price.

You will want a Super-Six eventually. Buy it now and save money.

REPUBLIC

"Wonderful!" "Unusual!" "Best!" are unheeded by you when they come from the mouth of the dealer. But let the truck owner so express himself and you are immediately impressed.

Ask Republic Truck owners.

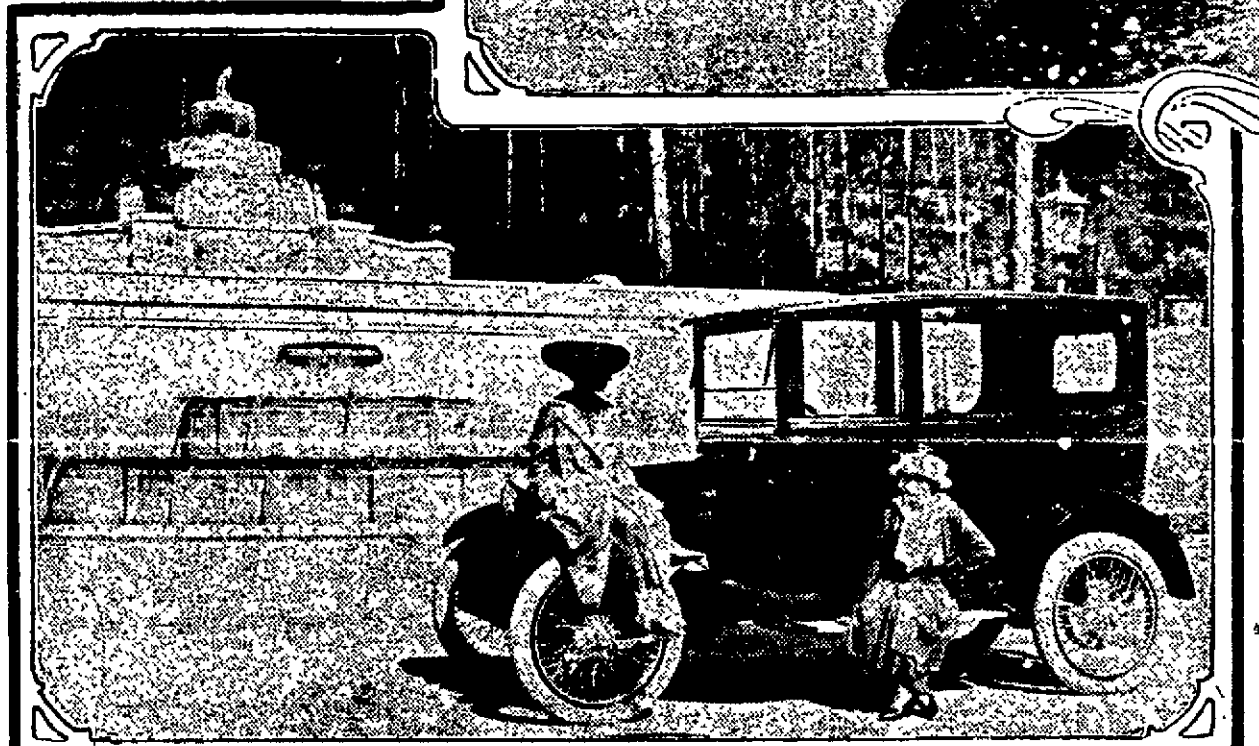
H. O. HARRISON CO.

2800-10 BROADWAY
OAKLAND 460

Motor Cars Appeal to the Women Drivers of California

most critical buyers."

100-443887-1

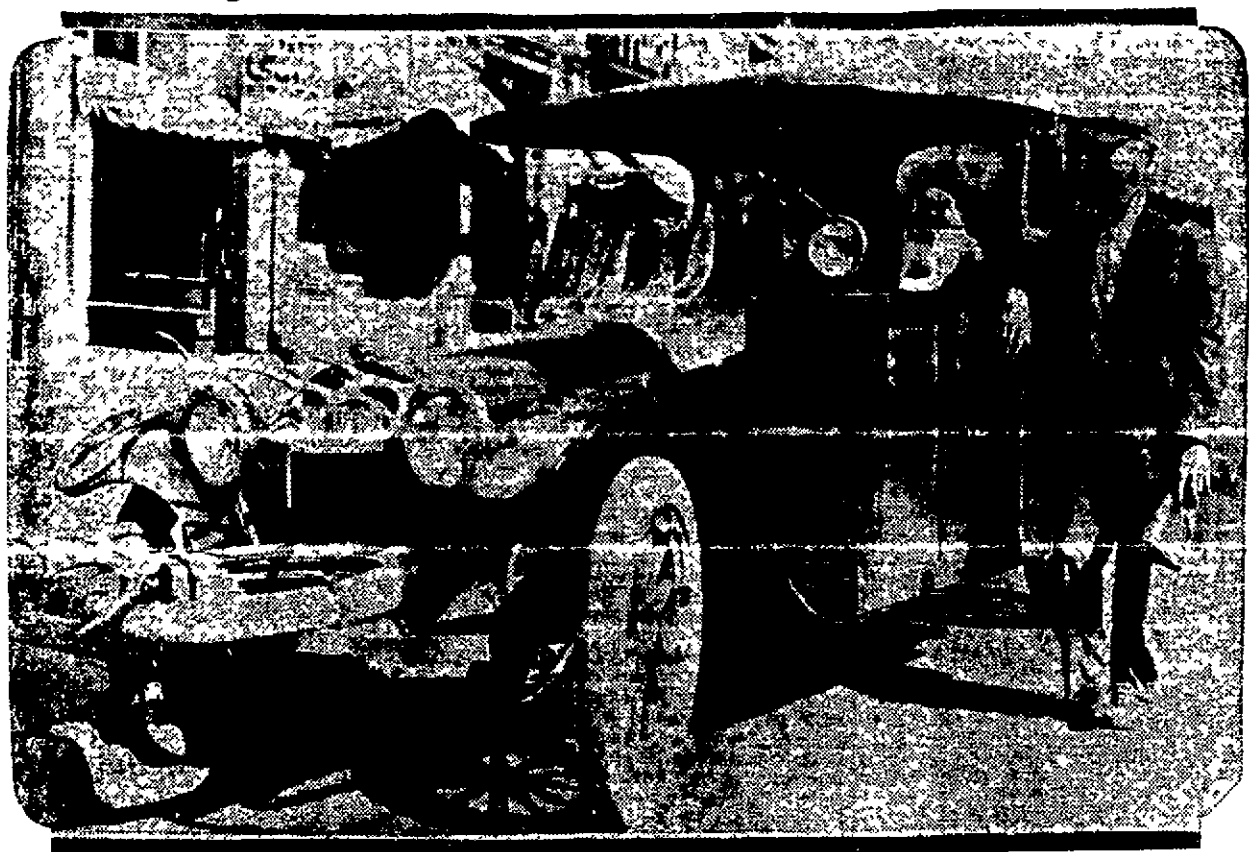


Four hundred and ten thousand cubic feet of fresh air are generated every minute at this big factory by three huge air compressors.

[illegible]

Broadway at 24th, Oakland—Phone Oakland 1234

Who Says Deer Are Not Plentiful Here?



P. C. STEINMETZ of Oakland with the trophies of his recent hunting trip in Mendocino County, draped on his Buick Six after his return to Oakland.

LAST DAY OF BIG DEER SEASON

Yesterday was the last day of the deer season in the Mendocino county district, but that has but little meaning to P. C. Steinmetz of Oakland, other than to mark the close of a season that has been a fruitful one for him in the big game line.

Steinmetz returned to Oakland last week with his Buick Six all covered with the trophies of combined hunting and camping trip he made into the Mendocino county country in company with Mrs. Steinmetz and Mr. and Mrs. J. W. Wisdom.

The party set out on the trip for ten days and got the limit of deer. Four bucks in all fell to the lot of the crack shooter. One a five-pointed, one a three-pointed, and two forked horns were the sum total of the markings on the husky Buick which, in addition, carried a nice load of venison for Oakland friends. The limit of tree squirrels also was claimed and trout fishing supplied the camp table with a variety of food.

Steinmetz and party camped on a stream about four miles from Hopland and says the game is quite plentiful. He reports no difficulty whatever in getting the deer and says the only question for the hunter to decide is whether he will wait for larger deer or not.

One has ten days to go the limit is to get to the deer and says the only question for the hunter to decide is whether he will wait for larger deer or not.

At this season of the year, the used car business is one of the most important factors in the motor trade.

"Find the new car which best answers your requirements and gives you the best value for its list price before you attempt to market the old car," is the first suggestion Mr. Willy's makes.

"If you are buying a used car, by no means purchase on appearance alone. Again, the most important suggestion to bear in mind is that you do business with a trustworthy dealer. By so doing, you avoid the possibility of finding yourself in possession of a stolen car, which may be taken away from you at any moment."

"The history of the used car, which you contemplate purchasing should be gone into most carefully. You should know how long the dealer has had it on hand, how many miles it has been run, and whether the dealer bought it new or second hand."

"When you have gained this information, you should thoroughly examine all of its mechanical parts. Pay special attention to the compression, the cooling system, the transmission, carburetor and brakes. Defects in any of those parts may cause trouble and annoyance in the future."

Run Is to Blame and Not the Tire

Many a tired and weary motorist has been provoked into profanity when, upon learning that it was necessary to repair a tire or put in an inner tube on the road, discovered the tire was stuck to the rim or the rimlock rusted. Usually the owner condemns the rim, then its maker and finally the tire, but if he had taken the precaution to make an examination before starting on the tour he would have saved needless exertion, says T. H. Wilkinson of the United States Rubber Company.

Proper steps must be taken to prevent steel rims from rusting, says Wilkinson. When the rims are first sent out they are coated with japan, and if kept in this condition they never will give any trouble. Galvanized rims as a rule, do not give much trouble, but they are not infallible. Japan will wear off in time, like any other enamel so it is advisable to examine the rims occasionally, and if there is indication of rust give them a coating of japan. A way to protect the finish of the rims, is to heat them slightly with a blow torch and apply to them.

COMMUNITY JITNEY CAN'T BE STOPPED

Jitneys may come and jitneys may go, but the community jitney goes on forever. The courts can't reach it, the electric line officials can't stop it, no license can be charged, it requires no sign, and everybody is satisfied. In case you don't know what a community jitney is, here is the definition.

A community jitney is a car owned by some man who has to come to the city each morning at a certain time, and one, two, three, four, five or six other men, who live in the same community, ride to the business district with him. Each pays a nickel to the owner, and if they ride home with him at night, each pays another nickel.

A man who owns a small car in Berkeley, for example, rounds up three passengers. If they ride both ways they pay him a total of 30 cents a day. Ten cents' worth of gasoline will furnish power for the round trip, so he has 20 cents left for wear and tear on the tires and machine, in addition to a free ride himself.

That's a description of the community jitney, and there are hundreds of them, too.

"You see, a fellow gets tired of waiting for a street car from five to thirty minutes, and he gets still more tired before reaching the city if he has to stand up," said one of the passengers in a community jitney. "So several neighbors who live in the same community, get together and talk with another neighbor who does own a car, and generally it only takes a few minutes to form a little company. The community jitney does the rest, and the scheme works out as nice as you could ask for."

Then there's the fellow who owns a car and picks up several passengers every morning, on the way to town. He doesn't collect any nickels, but he enjoys giving several people a lift, and they seldom, if ever, refuse the offer of a ride. All of this takes nickels out of the pocket of the electric railway companies, of course, but you can't blame anyone for preferring a seat in an automobile to standing room in a street car."

WILL MAKE SPEED

That Henry P. Blodgett, a Toledo, Ohio, young man, who recently left for the Sherman Training Camp at Chillicothe, Ohio, who is in a position to make fast time in getting about the big camp, is indicated from the fact that he took with him a new Marmon 34 roadster to be used in his work there.

New Lexington Car Is Shown to Public

The new Lexington Minute-Man-Six model, about which so much has been rumored in the trade during the last few weeks, has just been formally announced by Frank B. Ansted, head of the Lexington Company, of Cincinnati, Ind.

Long life—low cost! For the "one-truck" business, endurance and economy count most.

What big business demands when it buys equipment—tested capacity and low operating expense—is even more vital for "the little fellow."

The smaller his truck capital, the greater his need for a Packard because he will find it the cheapest truck to own and operate.

First cost is important to the scores of nationally known concerns whose hauling has been standardized with Packard trucks. But final cost is the factor that rules decisions.

Packard trucks save you money: (1) because they burn low-cost distillate instead of high-priced gasoline; (2) because their four-speed transmissions give them terrific pulling power in "tight places" without waste of fuel; and (3) because sturdy design and sound construction, backed by Anthony service, keep them on the road every working hour.

Silent, chainless, seven economical sizes, 1 ton to 6½ tons. Ask the man who owns one.

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RECORD RUN MADE BY CADILLAC

Clifford Durant's Time From Shasta to Bay Causes Tongue Wagging.

The record run made last week by Clifford Durant in his Cadillac Eight from Shasta to San Francisco has started the tongues wagging on road records. No form of sport is so enjoyed by the general public as road runs. It is on such trips that a car shows its touring worth and much interest is always shown in such runs.

The Los Angeles to San Francisco record is now a year and five months old. Ted Beaudet in a Cadillac Eight having driven from the southern city to San Francisco in nine hours and thirty-eight minutes. Those who have required two days for this run can appreciate the wonderful performance of the Cadillac.

At that time Don Lee promised the highway commission that he would retire from record breaking and no Don Lee Cadillacs have appeared in speed trials since.

A Cadillac Eight roadster and a Cadillac Eight touring car were used between Kansas City and Manhattan, Kansas, in the government's recent motor car run and set new road records between the two points. The object of the Washington authorities was to learn how quickly a message could be sent by relays of motor cars from Washington to San

Francisco. The time was less than that taken by fast mail trains.

From Kansas City to Topeka, the Cadillac roadster was driven by Willard McQuiston of the Greenleaf Motor Car Company. It was a two-year-old car taken in the day before and made the run without special tuning up. The distance is eighty-three miles, which was made in one hour and thirty-nine minutes actual running time, or at an average speed of 59.29 miles per hour. The road is very rough and rocky, and in the first half of the distance has a great many turns.

At Topeka the government courier stepped from the roadster into a Cadillac touring car, which was off and away without delay. Carrying the driver, Louis Nesbaum, the courier and two passengers the run was made at an average speed of 45.1 miles per hour, the time being one hour and twenty-five minutes.

These are new records for the distances between the three points, also between Kansas City and Manhattan.

The fastest time of the run was made by the roadster on the twelve miles from Watson into Topeka. At 12 minutes to 10 o'clock a telephone message from Watson said the car had passed there. Eleven minutes later it pulled up at Cadillac headquarters in Topeka.

Clean cylinders

When the cylinder head of a motor is detached for the purpose of removing the carbon deposit, it will be noticed that during the process of scraping the piston, etc., the tapered holes on the top of the cylinder casting soon get full of oily carbon, water, etc., causing trouble to remove when it is decided to insert the holding down set screws, writes R. O. Allen, in the current issue of American Motorist. To obviate this I have used short screws without heads on but with a screw driver slot cut in them, and screw them in flush with the top of the cylinder casting before scraping operations are commenced. After the decarbonizing is completed, the grub screws can be removed, when holes will be found to be free from dirt.

Plants protect trade in west

The importance of California as second only to New York in the automobile market is seen in the way the factories are protecting their trade.

The builders of the Oakland car, recognizing the stringency in transportation facilities and that the same may become worse, have been shipping California more than its allotment of cars.

Ever since Louie A. Pacheco has had the agency there has been an increased demand and so as not to lose this advantage the factory is shipping cars a little ahead of orders so that immediate deliveries can be made.

Pacheco, in speaking of this policy of the Oakland Company, says: "For the first time since we have had the agency we are in a position to deliver to a buyer any model he may desire."

"This condition, however, is not likely to last very long, for the reason that a limitation is being put on freight cars. The freight cars are being allotted. Manufacturers are being given notice of a schedule of what they may expect in transportation facilities several weeks ahead.

"This schedule as it now stands falls fully 25 per cent below what the standard motor car builders need. This schedule is subject to change and curtailment as the demands of the government increase."

"There is no question but that dealers representing others standard makes of cars will, within the next ninety days, be able only to make deliveries on booked orders."

"After the first of the year I expect to see desirable cars selling at a premium. We have refused orders where buyers have insisted on specified dates of delivery. The cars we have for immediate delivery will not carry us for any length of time and to carry them over would be tying up money unnecessarily."

Purchasing power of farmer grows

The American farmer is the modern Croesus. This fall his purchasing power will be greater than ever. Over a million dollars will be turned into his hands from one crop alone—wheat.

And the present forecasts indicate a greater crop of grain and foodstuffs than any nation in the world ever saw before.

The farmer of today is an authority on automobiles. His natural aptitude has given him an added interest. He knows cars and car values. In the great farming States of the West and Middle West there are more automobiles per capita than in New York City, and with 40,000 super-sixes now in operation it is a conservative estimate that over 10 per cent are owned by farmers.

It is estimated that the crops this year will be worth over \$2,000,000 in excess of last year's. That is half the money in circulation in the United States. And it is real tangible wealth—an actual addition of that much extra power to the United States.

Less than 1000 bushels of wheat will purchase a Hudson, and it does not take many hogs at \$10 a hundred to buy a car.

Today the average farmer is more of a tourist than his city cousin. The automobile has increased his efficiency along other lines.

In a recent run of Jefferson highway officials in a Hudson super-six from St. Louis, Mo., to Winnipeg, Canada, over 400 automobiles joined the procession at different points along the route, and the majority of these were driven and owned by farmers.

Whenever new highways have been opened the farmers have been found to be the staunchest supporters of the good roads movement.

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PLANTS PROTECT TRADE IN WEST

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COFFEYVILLE HAS CLAIM TO FAME

Coffeyville, Kansas, no longer will look to the illustrious Walter Johnson, idol of a million baseball fans, as the chief bid for fame. Fred Etchen, merchandiser of motor cars, has just turned the trick that will keep Coffeyville in the glare of the limelight for sometime to come.

Fred is the presiding genius of the Etchen Auto Co., distributors of Studebaker cars for Coffeyville and vicinity, and is so full of Studebaker enthusiasm that he just bubbles over when the name is mentioned. The other day a friend made a casual remark to him about the cross-country record of a certain make of car. Fred, true to form, said it "had nothing on a Studebaker," or words to that effect, and forthwith bet the man \$1000 that he could drive his car to Denver before the hands on his watch could make a complete circuit. The wager was accepted and the friend invited to come along. Two other men were asked to make the trip as official time-keepers and observers.

Etchen is the possessor of what is said to be the handsomest automobile in his part of the State. The "Canary Coupe" is a six cylinder, fifty-horse-power Studebaker stock chassis with a de luxe body—but not a special racing car. Painted a bright canary yellow it presents a most distinctive appearance. This was the car selected for the race against time.

At 5:00 o'clock Sunday morning, September 3rd, the party left Coffeyville with Etchen at the wheel, going through the Flint hills between Coffeyville and Wichita, through the sand roads to the west, up over the Rocky Mountains to Pueblo to Colorado Springs, to Manitou, and thence on to Denver, averaging better than thirty-two miles an hour, arriving in Denver at 4:25 Monday morning.

For twenty-three hours and twenty-nine minutes of steady driving, practically taking meals and gas "on the fly," Etchen had remained steadily at the wheel of his Studebaker, piloting his car at express train speed over all manner of road conditions and bringing it into Denver without mishap of any kind—not even a puncture.

"Not once did the car stop for mechanical or tire trouble," Etchen not only won his \$1000 wager, but he proved his faith in Studebaker durability and dependability, and now has the distinction of "breaking all cross-country car records for this distance."

A big road map and clock in the Etchen Auto Co.'s salesroom kept the interested crowds back in Coffeyville informed of the movements of the party. As the "Canary Coupe" passed, a city of Studebakers moved on the map each hour to mark the progress of the speedster Studebaker.

HO! FOR COUNTRY

Out in the hush of the rose-flushed dawn,
That is wakened by bird song, low and sweet,
We take our way on the open road,
Where no sound is heard but the engine's beat.

The prairie stretch out like a blue sea,
Far out to the blue horizon's rim;
Where the last, late star of the night has dropped
Down into the shadows, cool and dim.

O, the glad, free life of the open road,
Out where the breezes of Heaven blow;
And what is tomorrow or yesterday?
Fling care to the winds, as they go!

I sing as I swing to the engine's beat,
The soft winds tossing the grassy sea;
You may cling to your walls of brick and stone,
But the boundless sweep of the road for me!

—By Florence Jones Hadley, in American Motorist.

Registration records of the island of Oahu, Hawaiian Islands, on which the city of Honolulu is situated, show that 800 motorcycles are in commission there. With the exception of a few scattering machines, all are of American make, with Goodyear tires predominating. Traffic regulations are similar to those of the Pacific mainland cities, with outlying districts patrolled by motorcycle policemen.

TIRE BARGAINS

Special bargain prices on the following sizes, while they last.

- 30x3 Non-Skids \$ 7.85
- 30x3½ Non-Skids 10.00
- 32x3½ Non-Skids 11.85
- 31x4 Non-Skids 16.50
- 33x4 Non-Skids 16.55
- 34x4 Non-Skids 16.90

Goods shipped express or Parcel Post to all parts of the United States.

AUTOMOBILE TIRE CO.

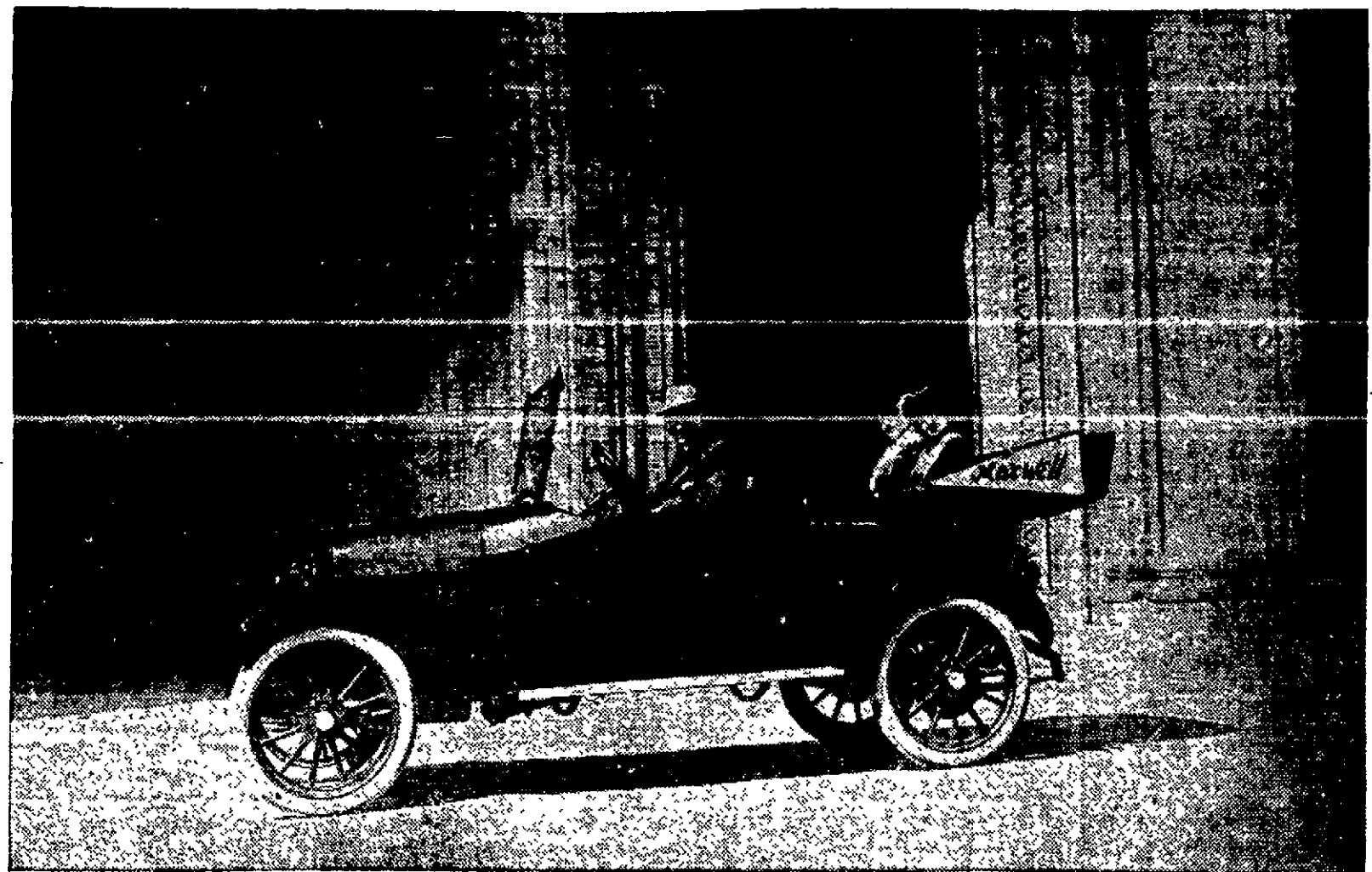
J. L. Clark, Manager.
1776 Broadway,
Oakland, Cal.
PHONE OAK. 8219.

Open Sunday Morning.

COAST BRANCHES.
Oakland, San Francisco, San Diego, Los Angeles, Fresno

Oldest Tire Jobbers in the United States and Largest in the world.

New Maxwell Model Arrives in Oakland



The new 1918 model of the Maxwell Car which is now being shown in Oakland by the Western Motors Company.

GAS STATIONS AS THIEF CATCHERS

A plan to enlist the co-operation of gasoline filling station operators in running down automobile thieves has been suggested by a member of the Cleveland Automobile Association.

The scheme proposes to license all "gas" stations and to compel the operators to keep a complete record of all gasoline sold to machines, together with the make of the motor car and its license number, and to report the same daily to the police authorities in which district the station is located.

"Dozens of schemes have been presented to me," says Automobile Registrar McCurdy, of Ohio, "but this is the best one yet and I certainly favor its adoption throughout the state."

Counts Hudsons and Dodge Bros. Cars

"When we arrived at Colfax while on our morning tour to Idaho, there were seven automobiles visible in the town," says D. S. Jones, who piloted a Super-Six to the lake. "Three of them were Hudsons and the other four were Dodge Brothers cars. This was indeed gratifying to one who is so interested in these lines of cars as I am," said the Oakland manager of the H. O. Harrison Company.

MAXWELL CAR SHOWS FOR '18 IMPORTANT IMPROVEMENTS

The latest word in automobiles in Oakland is the refined Maxwell car for the 1918 season, just received by the Western Motors Company, the local Maxwell dealers.

Besides several important improvements, which greatly enhance the value of the Maxwell, there are many lesser refinements which add to the car's mechanical perfection, although there has been no fundamental change in the one model chassis.

In the Maxwell today the depth of the frame members has been increased from three to six inches. The former method of attaching the body to the frame by the use of brackets has been discarded and the body now rests directly upon the frame itself, which greatly strengthens the car. The elimination of the noisy splash guards, made possible by the change, is appreciated by motorists.

The wheel base has been increased by half a foot this season, its length now being 109 inches. The body is also roomier.

Another improvement is the compensating underslung rear spring now used by the Maxwell. This type of spring is the same that has recently been adopted by many of the manufacturers of the highest priced cars.

The longer wheelbase, with the underslung compensating rear springs, not only improves the riding qualities wonderfully, but makes for even greater "road ability" feature always noted in Maxwell cars.

There has been installed an improved strainer and sediment bulb in the gas line.

An electric lock controls the starter, making it impossible to mesh the pinion and flywheel while the motor is running. A heavier pinion is used in the rear axle. A larger gas tank has an improved gauge and filler pipe.

A single point switch is made possible by the use of a straight 12-volt battery, which assures a better battery service.

The minor mechanical improvements, however, are not the only new features in the one model Maxwell. The body-hood and cowl lines are extremely graceful this year.

The front and rear aprons, slanting windshield, deeper and softer upholstery, the improved quality of trimming material, wider furling boards and fenders all combine to make one of the most attractive cars ever produced in its price class. The slanting windshield eliminates the back glare of lights from the rear.

The staggered seat roadster, with its roomy rear compartment, the roomy four-door sedan, the six-passenger Berlina, the luxurious coupe, and the all-weather tops on touring and roadster models, are all in keeping. They will not suffer by comparison with anything within \$300 of their prices.

Prospective car owners are showing considerable interest and enthusiasm over the car now being shown at the local salesrooms of the Maxwell agency in the upper Broadway, auto row.

Bad Roads Found in Trip Through Passes

ALAMEDA, Sept. 15.—Alamedans traveling by auto into the San Joaquin for the Admission Day holidays bring back rather discouraging reports of the trip over the Patterson and Altamont passes between Livermore and the big valley. Most of the travelers going into the valley made the trip by way of the Patterson pass, a detour of perhaps a dozen miles from highway on this side to Highway on the other side of Tracy. While the pass is not especially dangerous, it is badly cut up in many places, with rocky bumps and dust piles, making the driver's task anything but easy. There is considerable intermediate and low gear work owing to the roughness of the road which prevents maintaining high gear headway.

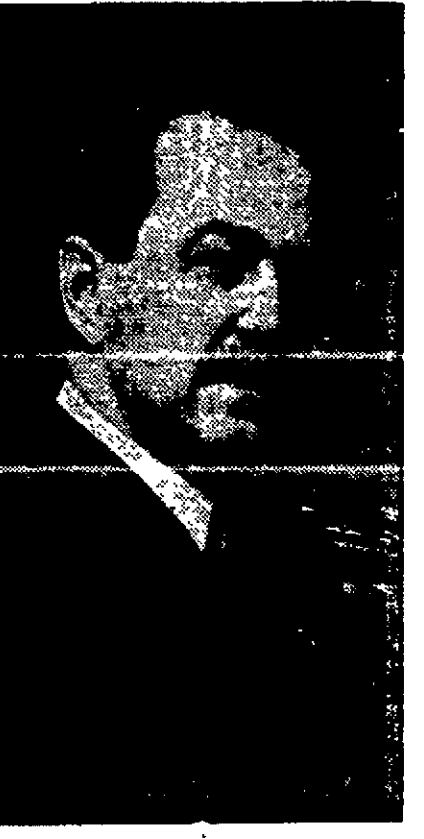
The Altamont pass detour is not as long and is perhaps in a little better condition but the autos are forced to plow through several stretches of deep dust and a member of heavily loaded cars find difficulty in securing traction in some of especially difficult spaces.

Forty public garages were erected in Newark, N. J., during the first six months of the present year, according to one of the city's newspapers. It is estimated that 100 private garages were built during the same period.

SEELY GOES WITH THE FORD AGENCY

Ralph M. Seely, formerly with the Union Oil Company of California as salesman for the city of Oakland, is now with E. I. Veitch, 2820 Broadway, as one of the staff of city salesmen handling the Ford line. Seely has a wide acquaintance in the east bay section and his many friends will surely wish him success in his new field of endeavor. As a salesman for the Standard Oil Company, Seely was one of the topnotchers and represented this line for over fourteen years. In his home town of South Bend, Ind., this live wire oil salesman started in the garage business for himself after severing his connection with the Standard Oil Company. Four years of a successful garage career was enough inside work for Seely, so after selling out his business in 1914 he came to California and started with the Union Oil Company, which firm he has represented in this territory ever since. The automobile game is quite familiar to this energetic and hustling salesman, so when the news of his contemplated change came to the ears of his friends in automobile row, nothing would be considered, but friend Seely should make his camp with the rest of the big business getters in this field. This change of work is welcomed by Seely, for reason of a large expansion possibility were capably and effort can display themselves to the best advantage in a field of work that he is familiar with.

R. M. SEELEY, who is now a member of the E. I. Veitch Ford car agency.



GOOD ROADS LAND

I am the Good Roads Builder, Alice. I don't go to School, but still I get a good Grade.

Before I was on the Job, Men waded through Mud—so did Mules. Chuck! That was the way the roads were the best Crop in the whole State.

That was back in the Times when Folks thought that they had to have Mud for their Mud-Slinging.

But now, Alice, the Uplift has seized us by the Heels and given us a hoist on to Terra Cotta, which means Mother Earth.

Climb up with me on the Grader and watch the big Safety Razor at Work.

It's an easy thing for Highway Commissioners to keep a Rod of Road in passable Shape if they have good Luck and can find a Man who will give them 30 Cents worth of Work for a Dollar every Clip.

Police can't understand for the Life of them how much Work you can put on a Road and not get a Bit of it to show. That's why they sometimes call us Fellows Highwaymen, but then that's naughty, Alice.

Really, Alice, I'm on the Level. You can remember me whenever you see a level Stretch of Pavement and say to yourself, "He's a Brick." Then repeat to yourself the Lines:

He is a Man of many Ways—
Of energetic Feet—
And yet he never stirs a Foot
While standing in Concrete.

Good-bye, Alice. You, too, might try to improve your Ways.
—From American Motorist.

One thing that makes a man fear a woman when he sees her headed his way in the car she is driving is his inability to guess what she will do next.
—AMERICAN MOTORIST.

TONNEAU RIDE

Did you ever go touring with friends when you were given your choice of a seat in just about such a way as "Which would you rather do or ride in the rear seat?" asks Frank Farrington, writing in the current issue of American Motorist.

Continuing, Mr. Farrington says: "Some people like to ride in front and some like to ride behind, but it is my observation that the people who like the tonneau are just as likely to have the front seat wished upon them, while those who want to get in behind the windshield quite frequently have to take the breezes in the rear."

"I don't think the driver, or the person in control of the driver, gives sufficient thought to the comfort of those poor, luckless wights back there at the mercy of the gales and the swaying and swinging and skidding of the car on poor roads."

"Plenty of owners, thinking to give the old lady a pleasant afternoon, have put Aunt Emma through such an experience as she would not undergo again for a peck of potatoes or a bushel of onions. The carefree individual who habitually drives the car knows mighty little of what it is like to ride behind with a feeling that there is nothing between life and death but a trust in Providence and a firm grip on the top-braces."

"For the people who like the rear seat, who are accustomed to it and who are equipped for it, nothing need be said. They are happy there or anywhere. But I think some consideration should be given the people who have not motored enough to believe the driver is inspired by the Almighty and competent to work miracles with a steering wheel and two sets of brakes."

Insulation



Every part of your electrical system must be made leak proof by insulation.

Inside your battery is the most important insulation of all—that which separates the positive from the negative plates, for this prevents the battery from "short circuiting," and thus putting the whole system out of commission.

In the Still Better Willard, the insulation is made of durable, acid-resisting rubber.

Thus Willard Threaded Rubber Insulation means a better insulated battery, a more durable, more efficient battery.

Ask us about the remarkable service achievement of Still Better Willards on 35,000 cars.

Auto Electric Service Co.
2412 Broadway, Oakland Phone Oakland 1088
Berkeley Branch 2485 Shattuck Ave.

Willard STORAGE BATTERY

Willard Threaded Rubber Insulation

The **HOLLIER** Car

THE prestige of a motor car no longer depends upon a mere name surrounded by a fictitious atmosphere of aristocracy.

The only aristocracy in a motor car now is the aristocracy of merit.

The Hollier—built in the mammoth shops of the Lewis Spring & Axle Company, Chelsea Michigan, is a product of eighteen years' experience.

In this quality car, you will find just what you would expect in a car built by a concern specializing in the making of motor car parts for almost a fifth of a century.

It has a sturdy motor that is powerful, speedy and economical. It possesses the high radiator, a long hood and low-hung stream-lined body making it an object of envy wherever motor cars congregate.

A demonstration will prove to you the worth of the dependable, economical Hollier.

Simply telephone Lakeside 3374.

Hollier-Pacific Company

13th and Harrison Streets, Oakland, California

Six \$1225 **Here** **Eight \$1400**
Five Passenger Touring Car.

ROAD PLANS FOR COUNTY MADE

Supervisor D. J. Murphy of Livermore is going to have the roads through his section that have been taken over by the State Highway Commission, reconstruction, kept open this winter and he has taken the matter up with the State Highway Commission itself. The contracts for the two remaining links in this county, one between Dublin and Santa Rita and the other through the Altamont Pass, have been let and the contractors are going ahead as fast as they can, but the material, which is furnished by the State Highway Commission, is not being delivered and Supervisor Murphy has got clean off the State Highway and is on the warpath. He took the matter up this week with every official from District Engineer W. Lewis Clark in San Francisco to Chief Engineer A. B. Fletcher in Sacramento and finally to Commissioner Widenmann, who has supervision over this district, and Widenmann has promised a personal investigation during the coming week.

The contract for the Santa Rita section, 3 1/2 miles in length, was let to Bates, Borland & Ayer of this city on July 24, and assigned to E. H. House, Highway Contractor. House promised completion of the work by September 1 and yet less than a mile of concrete has been laid. Like all State highway contracts the local contractor agrees only to do the grading and to lay the concrete, the material for the concrete to be supplied by the State Highway Commission and delivered to the contractor at the nearest rail road siding, which in this case is at the Santa Rita station. This leaves the contractor no control over the delivery of the material that he is to lay and Contractor House has claimed that he would have been able to complete his contract and have had the road open September 1 if he had been able to get the material. He also declares that the delay in getting cement, sand and gravel is causing him loss because he is compelled to maintain a force ready when small shipments do come.

Supervisor Murphy is having his troubles over the condition, for travelers have been compelled to wait for six weeks and with the concrete work about one-quarter done both Murphy and the automobilists are beginning to fear that this work may run into the winter. All complaints from automobilists are being handled at the present time by the work is actually out of his hands. The Altamont Pass section is a little different. There are several deep dells to be made on this section and Supervisor Murphy is determined to have this work set for one full winter before any attempt is made to set the concrete. He proposes to have the grading done before winter sets in, then have the roadway graded to allow the passage of vehicles during the winter and the concrete set next year. When the road is absolutely closed of the road at any time. This is another point which will be taken up by the supervisor next week. This contract is held by Bates, Borland & Ayer and they began work August 1, getting their plant on the ground, for they will not be completed before the winter rains set in and no call has been made upon the Highway Commission for concrete material.

The explanation of the highway officials is that the shortage of cars makes the securing of transportation for material difficult. "I propose to have the Santa Rita section completed before the rains set in and I propose to have the Altamont section kept open this winter," said Supervisor Murphy. "The Highway Commission says that they cannot get cars to ship material in. Then why do they let a contract, tear up a road and then wait until they can get cars to haul the material. They ought to get ready to do one piece of work and put it through when they once start, instead of trying to do a little work here and a little there and keep a dozen jobs going when they ought to be completing one or two. This Livermore valley road is the most important piece of road in the entire state, and I propose to see that it is kept open as far as possible. It is inconvenient as is possible is inflicted upon travel. There is more travel over that road than over any other one piece of road in the state. Accidents are happening every day and something has got to be done before the winter sets in."

Company Has 100 Willys Taxicabs

Within a few months after its initial order of fifty Willys-Overland taxis, the Western Express Company of New York City has favored Willys-Overland, Inc., with a second order for an equal number. This makes in all 100 Willys-Knight taxis now in use by that company.

PENNSYLVANIA

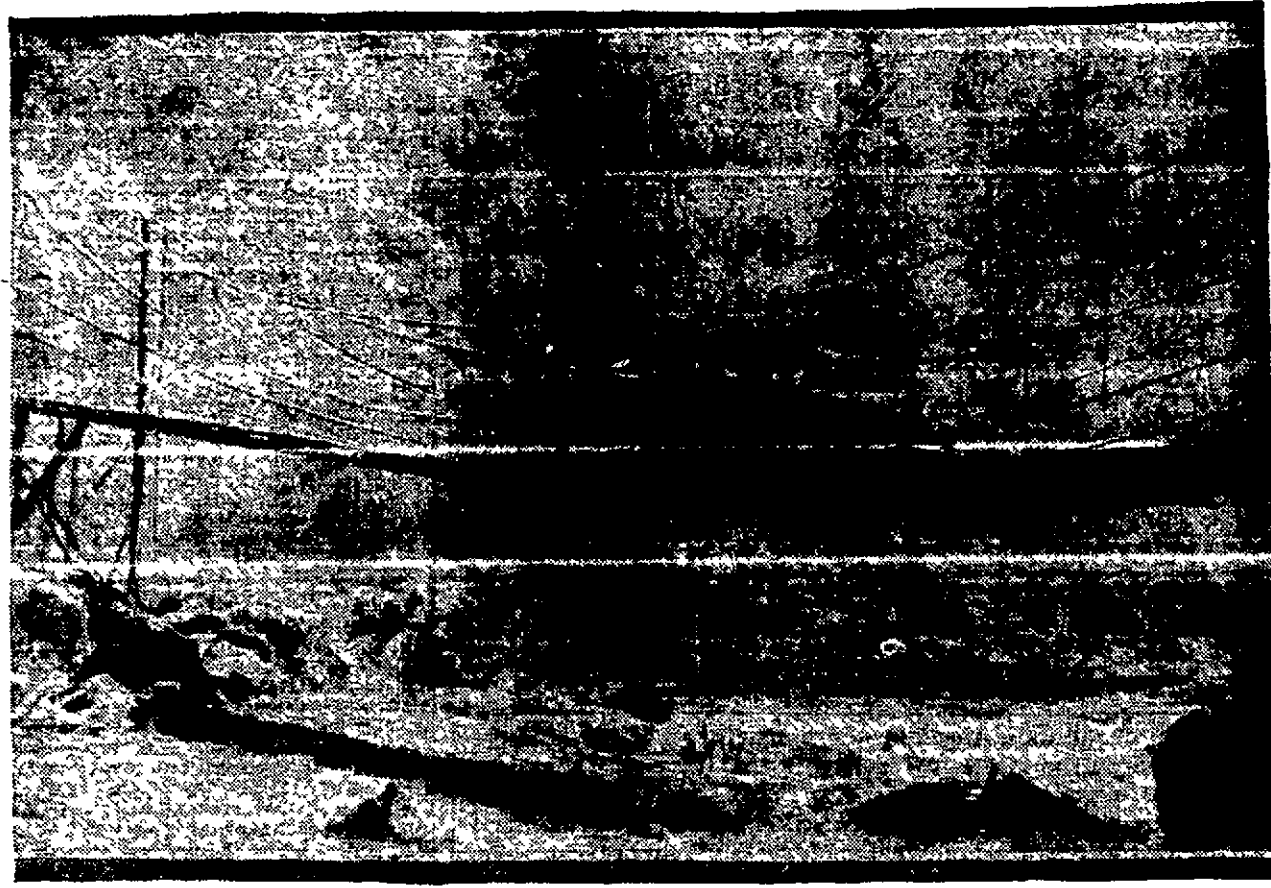
VACUUM CUP Tires

BUY NOW BEFORE PRICES RAISE AGAIN. BUY NOW BEFORE THE RAINS START.

Liberty Tire Service Co.

1763 Broadway Oakland

Here's Real Thriller for Motorists



HARRY KIEL driving his Westcott Six over the suspension bridge that spans the Mokelumne river on the road to Bruce's Camp.

A NEW AUTOMOBILE EXPERIENCE CLIMBING IS THE MOTOR FEAT

To the motor car cynic that believes he has seen all that is of interest in the way of automobile traveling and who gets no further thrills from "tramping on air" on the level highways or climbing the grades of the Sierras, there is a new, novel and decidedly interesting experience to be met with in the suspension bridge over the Mokelumne river on the road to Bruce's Camp.

This place known as Bruce's Camp is a regular bona fide mecca for fishing enthusiasts. It is the country of big catches and the fact that it takes a regular A-1 automobile and a daring driver to get into the place, bids fair to remain somewhat exclusive and always alluring to the venturesome.

The latest of the local motorists to tackle the trip was the Westcott car party that just returned to Oakland with the above photograph of the

Westcott car heavily laden with camping equipment crossing the dizzy suspension bridge over the Mokelumne. In the party were Harry Kiel, who drove the Westcott Six on the trip, Bill Barnes of San Francisco, Cal. Mar- ble and Jack Murphy of Oakland. The Mokelumne, which divides Amador and Calaveras counties is one of the best fishing streams in the Sierras according to Kiel who also states that the grade into Bruce's Camp pumps a good many so-called powerful motor cars. This grade says Kiel rises 2,000 feet in less than three miles and turns are so sharp that some cars have difficulty in getting around them. Kiel reports the Westcott car as having made the climb with ease. He is now looking for some hill around Oakland that no one else can climb so that he can show what a powerful car the Westcott Six is on the grade.

GOOD TIRES URGED HAS SAME AIR

J. D. Bell of Lincoln, Nebraska, drove his Hudson Super-Six into Sacramento the other day, with Nebraska air in his tires. "I love your California and enjoy your cool nights and everything," said Mr. Bell, "but I am proud to say that I am still riding on Nebraska air. We have not had the slightest tire trouble since we left Lincoln about four weeks ago."

In the car, which is equipped with Goodyear cord tires, was Mr. and Mrs. Bell and their five children, and two well-companions. They are touring the southern route on their return trip to Lincoln.

Kind when they buy again. Advertising, of course, helps, and the service that tires give, and what one motorist tells another about this service counts.

NATIONAL SYSTEM OF HIGHWAYS

Now that all of the States have been equipped with state highway departments and have adopted the policy of building state systems of main, through-line highways—because the federal aid road act on the statute books—every condition is favorable for the next and crowning act, the establishment of a national system of highways.

Gradually the state has made itself a compelling factor in the handling of local road problems and, as a logical sequence, the federal government, first, through educational activity, and later, by the financial aid provided by the federal aid law, has made itself a powerful factor in the working out of the state highway problems. The next logical step follows the same course which has been pursued by the state governments; namely, the broadening of federal participation to provide the establishment of a system of national highways.

This policy can be put into effect without disturbance of existing organizations, without providing new means of finance and with but little change in existing law. The process would logically take a course somewhat as follows:

First—The state highway departments and the federal office of public roads would make an initial selection from existing state highways a system of through highways which are of interstate importance.

Second—A system thus selected would be approved by Congress, with the requirement that federal funds be applied only to such system on and after a specified date.

Third—The federal aid should be ex-

BATTERY FILLS A LONG- FELT WANT RUBBER INSULATED PLATE FEATURE

That the new Willard storage battery featuring the rubber insulated plates is filling a long felt want on the part of the motoring public is the claim made by E. E. Fetter, head of the Auto Electric Service Company of Oakland, who is crowding the Willard battery factory to double the shipments now being made on the new type battery to the coast.

Fetter sent in another rush order last week for double the amount of batteries his schedule calls for and while shipments are coming through in good shape on the new batteries yet he states that from the way the trend of the demand is, he feels confident that the only cause for grief he has to look forward to would be in not having stock enough on hand for the local trade and he is thereby insuring himself against shortages by ordering all the batteries the factory will give him.

The battery business has become one of the most important adjuncts to the automobile trade and although almost an unknown institution but a few years ago, the better known makes of batteries are all represented in most big cities by responsible agencies or branch houses. The Willard battery house in Oakland is under the control of the Auto Electric Service Company, an institution started about two years back by E. E. Fetter, who although a battery expert and one of the government's most efficient electrical experts in the submarine work was practically a landlubber when it came to automobiles. He knew batteries however, and the great future for an electrical expert in the automobile battery business and accordingly started the local company securing the exclusive agency for the Willard battery factory.

From that date on, the growth of the company is almost of too recent origin to record here other than move after move has been necessary for the company in order to handle the increasing business and at the present time plans are ready for the building of the largest battery house on the coast for the local company and in addition a new branch has just been opened in Berkeley.

tended to maintenance as well as construction, as the national system of highways should have for all time a close relationship to the federal government. Some of the states have already made plans for utilizing the aid granted by the federal aid road act on roads which could not properly be included in a national system. But this need not cause extreme conflict, as the federal funds for the first three or four years' operations of the present act could continue to be applied as now planned. The appropriations for the first two years are already available and considerable time necessarily must lapse before the national system could be laid out and made ready for the application of federal funds.

In all probability, the new scheme would come into effect as an extension of the present federal aid road act.—From American Motorist.



E. E. FETTER, head of the Auto Electric Service Company, handling the Willard Storage Batteries in this territory.

CARING FOR TUBE

One of the foremost automobile tire dealers in the United States is authority for the statement that more than half of the inner tubes returned for adjustment are nothing more or less than victims of abuse, and are not defective, as claimed by the purchasers, says Albert Marple, writing in the current issue of American Motorist. This is rather a sweeping statement, and, if true, it appears as though the tire user in general, might, with profit to himself and the tire companies, be enlightened as to the proper care of the automobile inner tube.

Says Mr. Marple: "There are a number of things which absolutely must be done if the tube is to give its best service. In the first place, it must be realized that the tube is made of rubber, and that rubber has a number of natural enemies. Among these are sunlight, oil, grease, acid, water and the very atmosphere itself. One of the worst of these is sunlight, which has an effect of drying up the rubber, whereupon it becomes brittle and loses its elasticity, when it is known as 'macaroni' (brittle) rubber."

"If the tube is permitted to come in contact with grease or with rags covered or saturated with grease or oil, the rubber in the places touched will quickly deteriorate, unless the tube is soon cleaned."

"The method of carrying the spare tube is also important. It should never be carried loose in the tool box, for if carried this way it cannot help becoming injured. If folded and carried unprotected there is danger of the tube becoming chafed at the points where the folds occur, then,

'HYATT ROLLER' IS PINCHED IN NORTH

DETROIT, Sept. 15.—The famous "Hyatt Roller," the world's long distance car, successfully negotiated the game roads of the Middle West, the hot deserts of Wyoming, the long climbs in the Rocky Mountains, only to be "pinched" upon reaching Portland, Ore.

Coming into Portland the driver could not resist the good roads, so he "stepped" on her just a little to see if the veteran, after traveling 249,000 miles, could still make fifty an hour. It did. In fact, the old "Hyatt Roller" was hitting so well that he forgot they were approaching the outskirts of Portland until, as he was slowing down for the traffic, the heavy hand of the law in the form of a traffic cop drew alongside and the car that had traveled a distance of almost ten times around the earth was in the clutches of the law.

Even the authorities of Portland did not have the heart to hold up this famous veteran that had come across the continent on her just a little to see if the veteran, after traveling 249,000 miles, could still make fifty an hour. It did. In fact, the old "Hyatt Roller" was hitting so well that he forgot they were approaching the outskirts of Portland until, as he was slowing down for the traffic, the heavy hand of the law in the form of a traffic cop drew alongside and the car that had traveled a distance of almost ten times around the earth was in the clutches of the law.

This automobile—a 1909 Buick—has been driven continuously since it was turned out of the factory. First as a demonstrator, racing and touring car, and then used for hauling and trucking and heavy service, resulting in that time as hard a grind as it is possible to give a car. In 1915 it won the mileage contest conducted by the Hyatt Roller Bearing Company, the actual number of miles traveled being 251,000. The car, called the "Hyatt Roller," has added over 6,000 miles to its previous record on the present endurance run twice across the continent. It is still running on the original set of Hyatt bearings. Although it has traveled 251,000 miles, it has consumed over 15,000 gallons of gasoline.

The "Hyatt Roller" left Detroit June 4 for Boston and New York, thence across the continent to Los Angeles, San Francisco and Seattle and then back via Salt Lake City, Minneapolis and Detroit, a distance of more than four times the direct distance between New York and San Francisco. It is now "somewhere in Nebraska" and is scheduled to put in its appearance in Detroit again on October 5. So far it has lived up to its promise perfectly.

When these chafed places are put under pressure, there is great danger of their proving unable to stand the strain.

"Never should the tube be carried where near the battery box of the car, as the acid of the battery means certain death to the tube, and no one can tell just when the battery is going to splash a leak and splash over everything in sight."

"Placing undersized tubes in oversized casings is another common fault of owners. This practice will ruin a tube within a short time."

MAXWELL

Most Miles per Gallon Most Miles on Tires

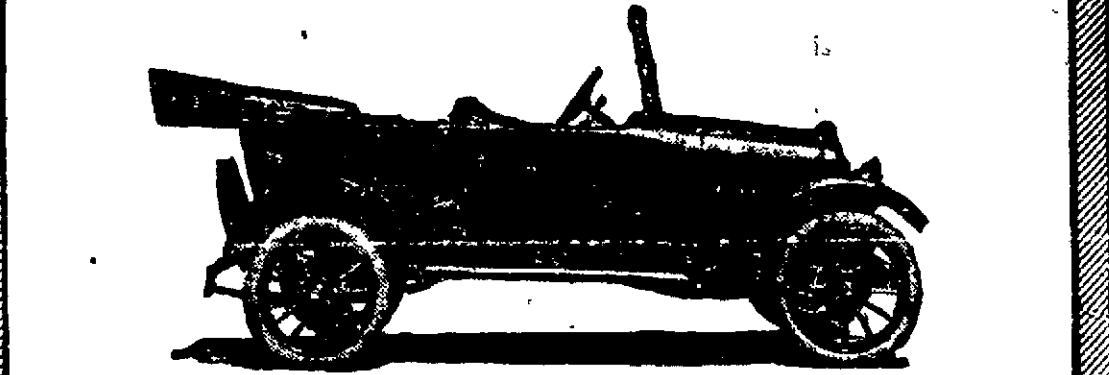
Banker—professional man—contractor—farmer—or wage-earner, —whatever your business may be, a motor car will save time for you and increase your efficiency.

And we recommend the Maxwell to you as the most economical car on the market today.

Thousands of Maxwell owners operate their cars at a cost of \$6 to \$8 a month.

The Maxwell retains its efficiency for years and has a high second-hand value.

The Maxwell is a genuine business asset for any man.



Touring Car \$745
Roadster \$745; Coupe \$1095;
Berline \$1095; Sedan \$1095
All prices f. o. b. Detroit

Small monthly payments arranged if you prefer.

Western Motors Company

OAKLAND—BROADWAY AT 24TH
Phone Oakland 1234.

SAN FRANCISCO, 2000 Van Ness Avenue—Phone Franklin 1773.
2757 Mission Street—Phone Mission 3453.

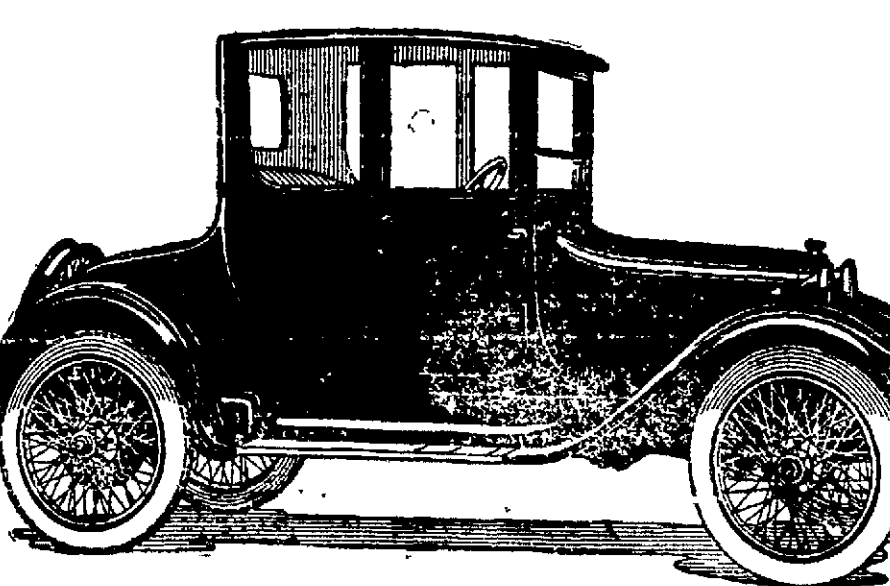
DODGE BROTHERS CLOSED CAR

Much of the popularity of Dodge Brothers convertible Coupe is due to its instant acceptance by women.

Its beauty, its comfort, its roominess, its rich upholstery, make an especial appeal to feminine good taste.

The gasoline consumption is unusually low. The tire mileage is unusually high.

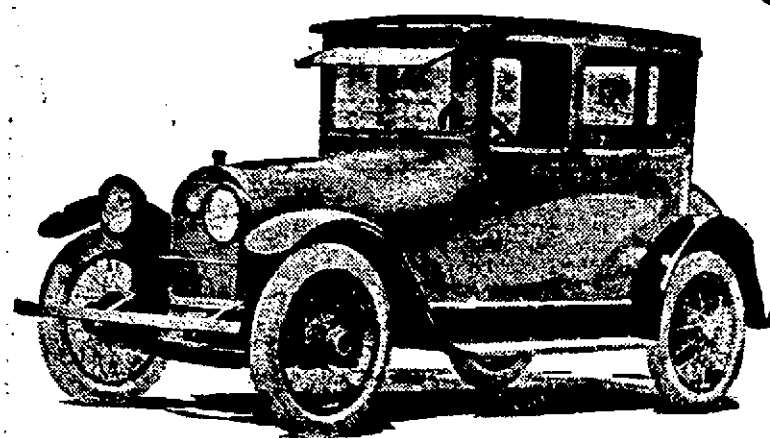
Sedan or Coupe, \$1265; Touring Car or Roadster, \$835 (All prices f. o. b. Detroit)



H. O. HARRISON CO.

2800-10 BROADWAY, OAKLAND PHONE OAKLAND 460

Kissel Announces New Design



The new Kissel model—that is destined to prove itself one of the biggest improvements in body designing yet brought out by the KisselKar people.

Detachable All-Year Top Is New Kissel Innovation

All Windows But Rear One May Be Raised or Lowered

A new Kissel innovation—that of a detachable all-year top in which all windows but the rear one can be lowered or raised—makes its appearance in the new four-passenger car and the new five-passenger staggered door model just announced by the Kissel Motor Car Company, Hartford, Wis.

"Sedanet" is the catchy name for the new Kissel four-passenger model. As the name implies, it is a small Sedan, combining all the comforts of the Sedan with the utility and economy of the roadster.

But while it is a sport or club model in that it is a four-passenger car, there the similarity ends and the Kissel originality begins.

In the Sedanet is found the result of Kissel's experience in originating and building the all-year car. Without a doubt, perfection in body designing and building a car for all-year utility and comfort reaches its highest state of perfection in the Sedanet.

One of the big features of this new model, a feature that is destined to revolutionize the utility of the convertible type of automobile, is that the Sedanet's all-year top is not only entirely removable, but through the exclusive Kissel design all the windows excepting the rear one can be raised or lowered at will.

This feature gives every convertible car one better in that it is virtually three cars in one. In severely cold and stormy weather, the Sedanet is entirely enclosed with no rattles or draughts, no visible fastenings or attachments.

For the early spring and fall months the windows may be lowered, thus giving owners of the Sedanet all the advantages of the convertible car.

In addition, owners during the summer months can remove the all-year top, giving them a wide-open car, which is a real advantage over the original semi-victoria style summer top, which is standard equipment.

That the new Kissel four-passenger

Sedanet is destined to create new standards in the year-round automobile, here is no doubt," says W. L. Hugson of the Pacific Kissel Kar branch. "Before this model was announced, there were only two different types of automobiles, the car with a permanent roof in which all windows drop down, but in which the roof could not be removed and the car with the detachable top, which could be removed, but in which all the windows could not be lowered.

"In the new Sedanet, both of these types are found and in addition has the exclusive feature of removing the winter top.

"As everybody knows, Kissel originated the two cars in one idea three years ago. Since that time he has maintained his leadership in the all-year idea.

"Without a doubt the Sedanet will not only prove popular among those car owners who want a car for those purposes for which this type of automobile was originally designed, but it will also prove popular among business men and women who do not want or require a large car for every day use.

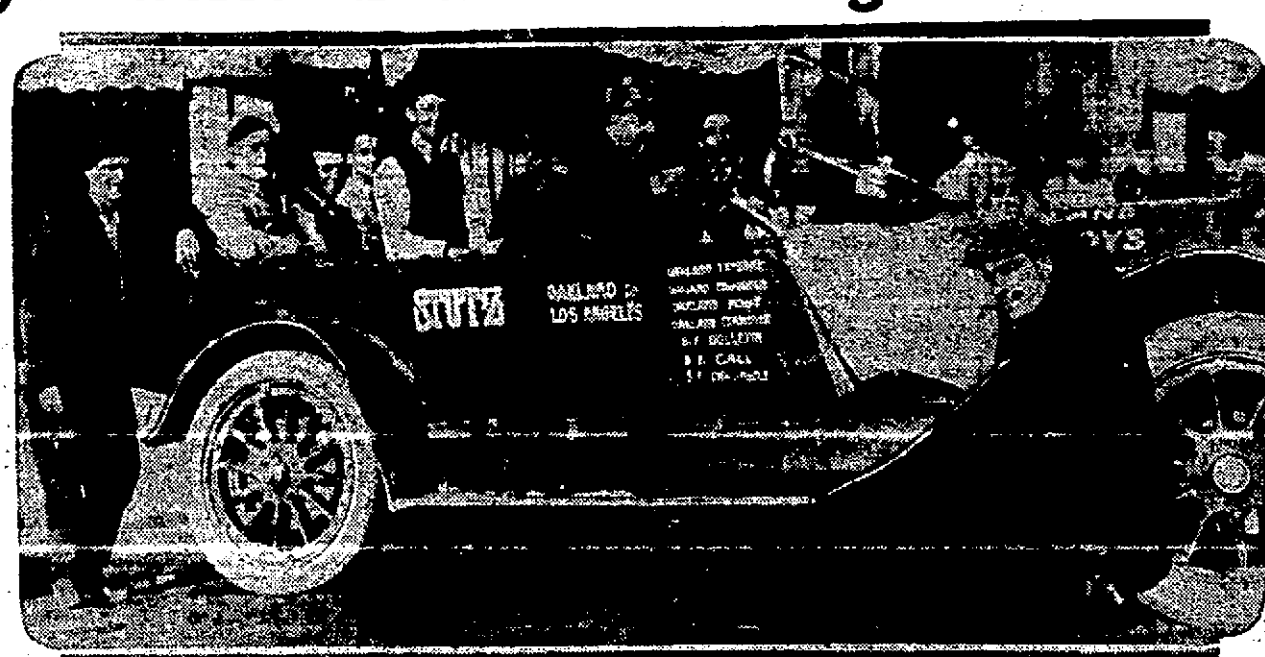
"An added feature is that of the new summer top. This top is designed along the semi-victoria style and has unusual individuality and distinctiveness and in addition possesses a racy, smart appearance that will commend itself to those car purchasers, who want something a little different.

"This summer top, in Pantosette, is built along original lines. It is of the one-man style and fastens to the windshield in front and has one plate glass 'port hole' on each side and two in the rear.

"The Sedanet is available on the hundred and six chassis, the well-known car of a hundred quality features with the sturdy Kissel-built power plant, axles and double external brakes, and on the new double six on which is the new 'Kissel' motor.

The Kissel Motor Car Co. will continue to put out its present line of standard open and regular all-year models, in addition to these new ones.

'Newsies' Start for Long Auto Tour



Tribune "Newsies" starting on auto vacation tour to Los Angeles and return in Stutz car. These huskies find the handling of The TRIBUNE on the streets so profitable that they can afford to take a real regular vacation just like rich folks do. At the wheel is "Bob" Brown, seated beside him is Jimmie Herman. In the tonneau are Willie San Brineto, Frank Denny, Eddie Gorman and Jimmie Dundee. Henry Ross and Henry Oransky are bidding the departing Newsies good-bye.

Off for Los Angeles in their big Stutz car on a vacation trip that is original to newsboys, this bunch of TRIBUNE news-

ies expect to make merry and let every one know that Oakland is on the map. The car is piloted by Bob Brown. They will spend a day in Fresno and

other interior towns, returning in two weeks. A couple of the boys are amateur "jugs" and will try to uphold the glory of Oakland in the fistie arena.

HOW TO WASH CAR

The commonly used rubber hose is perhaps the best method of cleaning the lower portions of the car, such as wheels, running gear, mud-guards, etc. But it is positively injurious when used on the body and highly finished surfaces, says a writer in the current issue of American Motorist. The force with which the stream of water impinges on the surfaces causes the sand and dirt adhering to the body to be driven into the varnish, destroying its brilliancy, and no amount of polishing and rubbing will restore its former luster. The body should be washed with lukewarm soap and water and immediately dried with a soft chamois. Many owners use a mixture of cylinder oil and kerosene, which they apply on the body, rubbing it dry afterward. Another scheme is to use a mixture of boiled linseed oil and turpentine, applied sparingly, and rubbed absolutely dry. The use of this polish will restore even an old car to a degree of splendor that will please the user.

The current issue of Bicycle News calls attention to the fact that Lord Northcliffe, the famous English journalist now in the United States, as head of the British war mission, started in the journalistic world as editor of a bicycle trade paper back in the eighties, when he was just plain Alfred Harmsworth. He was chosen for his first editorial job at the princely salary of \$12.50 per week. An old print just resurrected, shows Lord Northcliffe the proud possessor of an old-time solid-rubber-tired high-wheeler, quite different from the Good-year-tired American makes which our bicycle export figures show are being appreciated by European riders today.

When Mustered.
"Pa, what are you doing?"
"Those that have 'pep' and 'ginger' in 'em, I suppose, my son."—Exchange.

MARTINEZ-BENICIA FERRY AND TRANSPORTATION CO.

SUMMER SCHEDULE Effective May 1, 1917			
Leave Benicia	Arrive Benicia	Leave Benicia	Arrive Benicia
A.M. 7:00	P.M. 7:30	A.M. 7:00	P.M. 7:30
1:00	1:30	8:30	9:00
2:00	2:30	9:30	10:00
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Richmond-San Rafael Ferry

SUMMER TIME TABLE, Effective Sunday, April 1, 1917			
LEAVE RICHMOND		LEAVE SAN RAFAEL	
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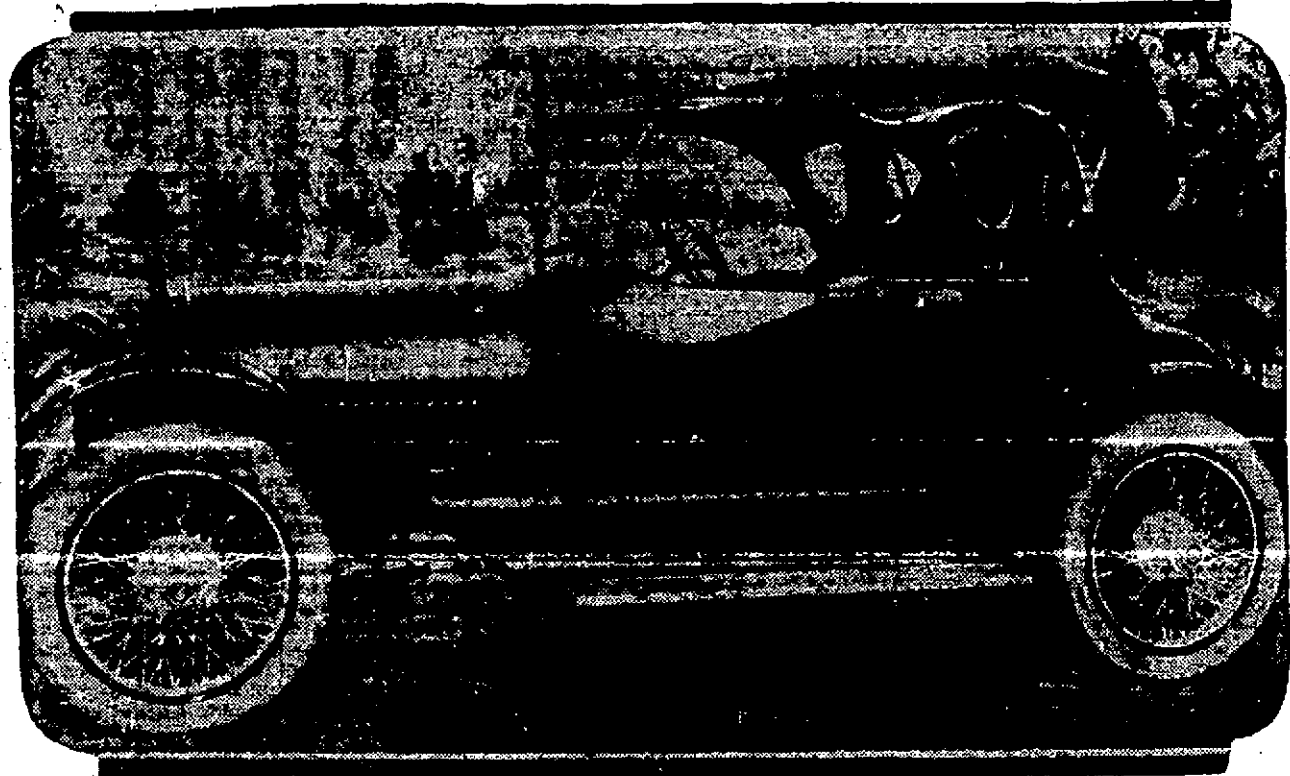
SEMI-VICTORIA TOP IS POPULAR

The readiness with which specially equipped cars are sold in Oakland, is giving its influence in the East. This has been particularly noticeable in the popularity of the semi-Victoria top. The Victoria top, which was quite the vogue about a year ago, has met brisk competition in the semi-Victoria. All of which lends color to the belief that permanent tops are to be the rule in the near future, according to Phillip S. Cole, the Haynes car dealer, who on account of having specialized on fancy tops and specially finished and equipped cars is considered somewhat of an expert on the subject among the automobile dealers in northern California.

In general appearance this style of top was identical with the one that is still in use. The forepart is detachable, while the rear is stationary. With the demand for a permanent top, the forepart was discarded and the rear continued forward to the top of the windshield.

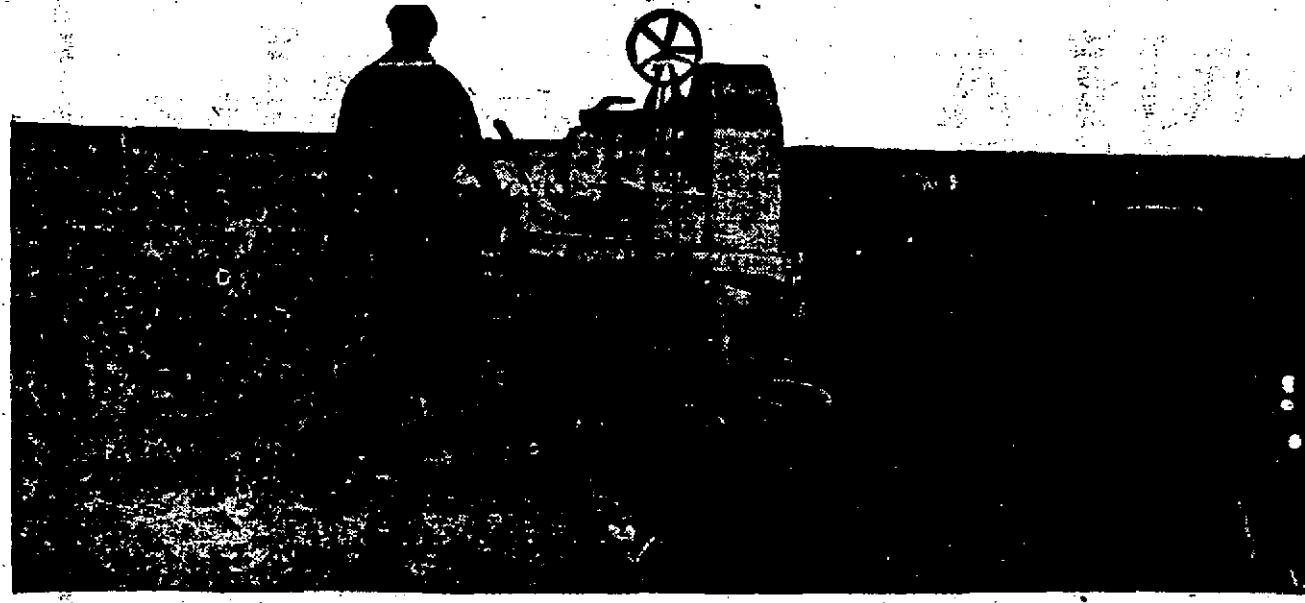
Considerable alteration has been observed since the first semi-Victoria top, chiefly in the shape of the windows both on the sides and the rear. The prevailing idea now is a large single window of plate glass in the rear and large recessed shaped ones on the sides, following the curves of the body.

Specially Finished Cars Are the Fad



The new twelve-cylinder Haynes Roadster, equipped with a Phillip S. Cole special leather top which is creating such favorable comment in Oakland. This car was recently delivered to Assessor C. F. Horner.

"Big Bull" Tractor Agency Named



The "Big Bull" tractor, which is revolutionizing farming methods. The first models of this tractor arrived in Oakland yesterday at the Louie A. Pacheco Auto Company. Pacheco has been appointed Northern California agent for the "Big Bull" tractor.

With the arrival yesterday in Oakland of the first shipment of the Big Bull tractors, Oakland motor car dealers are taking the first steps toward the motorizing of farming methods in California.

The Big Bull Tractor is already well known throughout the west and there are close to fifty of them already in active operation in the various ranches throughout the Northern California districts. To handle the parts and service for these tractors and also to represent the line on the coast the manufacturers have appointed Louie A. Pacheco of Oakland as the Northern California distributor for the Big Bull. The first shipment which arrived yesterday was unloaded by Pacheco, who already received the full list of parts and supplies for the handling of the tractor trade.

The appointment of Pacheco as the distributor for the tractor line in Northern California marks the importance that Oakland is assuming in the minds of the big eastern manufacturers. It is now becoming an accepted fact in the east that this city is becoming the logical distributing point for the trade in the northern part of California.

The Big Bull tractor will fill a long felt want in this part of the state and particularly now when the national cry is for more products from the farm and the scarcity of farm labor is working such hardship on the farmers the tractors will step in and handle the situation nicely by not only cutting down the actual cost of farming operations but also doing away with the necessity of many extra teams of horses and the men necessary to handle them and at the same time lighten the burden of the farmer in actual manual labor. With the use of tractors the farmers can do more work than formerly with the use of three or four times as many teams and do it with less actual work and at a much lower cost per acre.

F. B. Ansted Chosen Lexington President

Frank B. Ansted, head of the leading manufacturers of Indiana, a prominent banking official and widely known in automobile circles, is now in full charge of the Lexington affairs at Connersville. He has just been elected president of The Lexington-Howard Company, which manufactures the popular Lexington car, to succeed his father, the late Edward B. Ansted, who has served as master pilot of the growing institution since the day of its foundation in Connersville.

That motorists of Honolulu, Hawaii, might become more familiar with the ins and outs of tire changing, a big tire changing meet was recently arranged in that city and staged at one of the city's theaters. Fifteen two-man teams competed for championship honors in this novel contest. The contest covered deflation of the tire, removal of casing from the rim and tube from the casing, replacement of tube and casing and inflation of the tire to fifty pounds pressure. The Goodyear Tire & Rubber Company team won the contest in the remarkable time of one minute, forty-seven seconds.

When it comes to escaping the unwelcome attentions of the tax collector and assessor, the car owner has about the same chance a sick oyster on crutches would have to kick a hole in a superdreadnaught. — American Motorist.

BABY GRAND HAS IMPROVED POWER IMPROVED POWER

The forethought displayed in the design of the Chevrolet cars which at once made them popular with the buying public has been duplicated in the erection of the factory branch plant in Oakland.

Primarily, it was built for the purpose of reducing the price, giving a better motor car by doing away with the high cost of freight. This object was achieved, but today they built better than they thought, for while many other makers are sitting around waiting for other cars to arrive, the Chevrolet factory is delivering to its dealers a full line of models from the factory in Oakland.

J. W. Leavitt & Company are now receiving shipments of the Baby Grand model. This model shows many improvements over the previous cars. It has considerably more power than any before.

WARNING ADVANCE IN KEATON PRICES



Factory instructions to advance Keaton prices expected any minute. Will take effect immediately on receipt. Order winter equipment by phone before raise. Ten per cent advance on other tires already in effect.

Keaton Tire and Rubber Co., 2811 Broadway, Oakland, Cal. Lakeside 126.

638 Van Ness Ave., Prospect 324.

CONTINUE ROADS

Let us hope that those persons who confuse parsimony with patriotism will not get it into their heads that the emergencies of war demand that the extension of good roads and the upkeep of those already built should be abandoned. Among the many other fallacies of these saving times none could be less true than the proclamation that the cause of good roads can be temporarily abandoned or even stunted. Now, if ever, the country needs every mile of good roads it has in addition to as many more miles as can possibly be constructed. Even reformers are at last awake to the fact that good roads are not the luxuries they were formerly proclaimed to be. Since the war and the welfare of the world seem to revolve around the farm and the products thereof, it is self-evident that the more and the better the miles of roadway, the more opportunity there is for getting the food from the producer to the consumer via the greatest of all transportation combinations, the automobile and the good road. Each day it will be shown that in the present crisis greater dependence must be placed on the highways for motor transportation, which alone can make up in part for the inadequacy of railroad facilities to meet the present enormous demands.—American Motorist.

The Moreland Distillate Truck Uses Timken Worm Drive Rear Axles

The chain drive is rapidly disappearing from the field of transportation. It has been proven less efficient than any shaft drive and considerably more expensive to the owner.

When buying new trucks, the type of drive and the maker of it should be given careful consideration. Equipping with chain drive vehicles is going to mean a burden on your Transportation Department that will be difficult to overcome. If this wasn't true, the chain drive truck manufacturers would not be changing to shaft drives.

The three-speed transmissions, the makeshift structural steel frames and other antiquated methods of construction will disappear at about the same time as the chain drive. They have no place in modern haulage equipment.

Moreland Motor Truck Company
Oakland Branch—2919 Broadway
San Francisco Branch—Fourth and Harrison
General Offices, Sales Department and Factory
1701-1731 North Main Street, Los Angeles, Cal.

GET BEER BATH

DELMAR, N. Y., Sept. 15.—On a recent afternoon, the hottest of the summer, the thermometer registering 96 in the shade, men employed on road construction three miles west of here,

pooled some money and bought a barrel of beer, which was delivered to them and placed in the shade.

John Ripp, foreman of the gang, secured a faucet and was driving it into the barrel when there was a low rumbling, and a second or two later the

barrel of beer exploded. Ripp and several of the men who were standing near.

It is believed the beer was so thoroughly shaken when delivered that the hot sun caused the explosion. No one was injured.

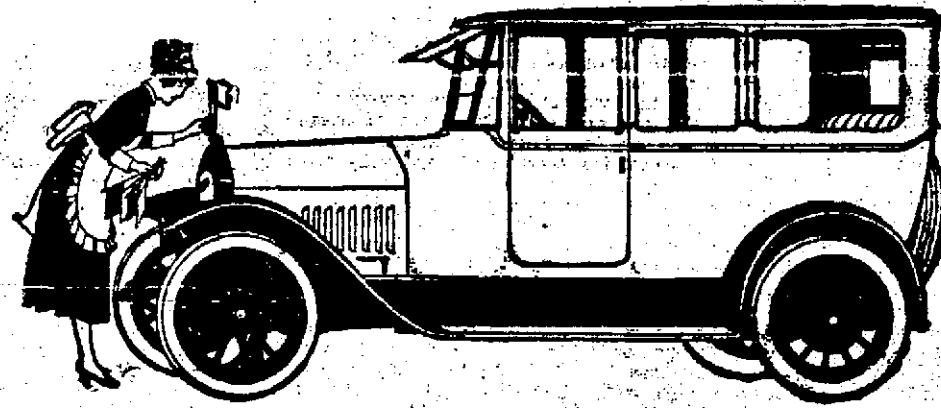
National 6 & 12-CYLINDER CARS

This new twelve-cylinder National Sedan is a performing closed car. Its competent and spirited motor assumes the additional weight of the convertible body without effort, and to its security and shelter adds the range and activity of an open car.

The Six Sedan \$2820 The Twelve Sedan \$3420

NATIONAL MOTOR CAR & VEHICLE CORP., INDIANAPOLIS

Seventeenth Successful Year



F. J. LINZ MOTOR COMPANY

1128 Van Ness Avenue, San Francisco

OSEN & HUNTER AUTO COMPANY,

3080-Broadway

Oakland, Cal.

191 Twelfth Street



Announcing
the opening of the store of the
Western Motors Company
and home of the Maxwell
Automobile
at
24th and Broadway
Oakland

This is an entirely new organization from management to employees; selected with special care and dedicated to the welfare of the motoring public first and last.

An entire building of four immense floors devoted entirely to automobile requirements. Equipped with every modern convenience and facility to properly conduct an automobile salesroom, garage, repairing, painting, upholstery; in fact an automobile department store which gives Oakland an organization unsurpassed in America.

Each department is in personal charge of the most efficient and expert foreman procurable.

Our aim; endeavor, in fact entire energy and ambition, is to serve the public, and to extend in every case prompt, efficient, fair and courteous treatment, and on this basis we solicit your patronage.

Western Motors Company

2000 Van Ness Avenue, San Francisco
2757 Mission Street, San Francisco
24th and Broadway, Oakland

**Batteries
Free Service**
We Repair All Makes and Guarantee Satisfaction
Oakland Battery Co.
U. S. L. Battery
Service Station
2533 Broadway, Lakeside 371

GOOD WORK IS BEING DONE ON HIGHWAYS

Buick Six Party Reports Big Improvements on Main Pacific Coast Roads.

New highways, new grades and general road improvement as the regular order of things on the Pacific Highway, is the report sent back from San Francisco by motorists who have just finished the Northern trip. They report that while there are yet many miles of unimproved road between San Francisco and Portland, the graded highways are beginning to take the rule rather than the exception.

C. A. McGee of the Howard Automobile company, Pacific Coast distributors of Buick cars, who recently returned to San Francisco after a 2,000 mile trip with his family in one of the new six-cylinder, five-passenger Buicks, makes the following report:

"Owing to an unusually dry season Oregon and Washington farmers will be a little short on their crops, but the high prices which they are getting for every ounce of foodstuff they can raise will more than offset the crop shortage, so, taking everything into consideration the Pacific Northwest is in an unusually prosperous condition.

"This state of affairs has now existed since 1914, and as a result everyone has money and is spending it. New improvements of all kinds are to be found on every side. The most noticeable of these improvements are the roads. Of the 749.5 miles separating San Francisco and Portland, there are not more than 100 miles of really bad roads on the Pacific Highway, and this about equally divided between Oregon and California. Oregon is continually changing and improving her roads, and for that reason will be the best road one month may not be the best the next month. With but few exceptions, however, the road we followed south will be the best for the rest of this year at least.

FINDS GOOD ROADS.

"Leaving Portland, we headed our Buick over the Marion Street bridge, crossed the Willamette river, through Milwaukie, Oregon City, Canby, Barlow and Aurora to Salem. The roads were all good and the state speed law of twenty-five miles per hour was easy to maintain. The roads between Salem and Jefferson City were not in such good shape for part of the eighteen miles, being rut and dusty for about half of the distance. Good roads were encountered at the latter place, however, and followed on through Albany, Corvallis, Monmouth, Junction City, Eugene, Goshen and Creswell to Cottage Grove. Here our Buick entered the Pass Creek Canyon and in the vicinity of Elsieville we had about a mile of rather rough road, another rough stretch being encountered near Comstock, and some dust between Drain and Yoncalla. A short distance south of the latter place the road forks. Both roads go to Oakland, Ore., but the left-hand road known as the Goodrich Highway, is the better of the two. Eighteen miles more of fairly good road brought us to Roseburg, 207.4 miles from Portland. Our Buick made this run without any difficulty in nine hours of easy running. The roads were not bad to drive, but far in one day should plan to spend the night at Eugene, 131.6 miles south of Portland.

"The roads from Roseburg to Canyonville are mostly good. A few miles south of Roseburg, Rice Hill is crossed. This hill has more than a local reputation for its difficulty, but in fact I don't see why it should be. The road over this hill is about two miles long, and in places is rather steep, but there are only two really bad curves on the road, and they occur where the road is wide enough for two or three lanes. The road to Canyonville the Cow Creek canyon is entered. This canyon formerly contained the worst piece of road between Portland and San Francisco. A new grade five miles long has changed this horrible road, and Cow Creek canyon no longer holds any terrors for the motorist with even a limited amount of experience. Near the south end of the canyon there are a couple of miles of rough road, and then a good gravelled road leads into Glendale.

ELIMINATE BAD ROADS.

"Another bad piece of road has been eliminated between Glendale and Wolf Creek by a new grade that starts one-half mile south of Glendale and winds up over the mountain to the left of the old road. The roads are good, but some steep grades are encountered between Wolf Creek and Grants Pass. At this point the motorist wishing to drive to California via the Coast route turns west to Waldo and Crescent City and then down the Coast via Eureka. The best road, however, is the Pacific Highway, which continues south through the Rogue river valley to Rogue River, Gold Hill and Central Point. At this place a concrete highway is encountered and followed through the towns of Medford and Ashland, one of which the road should be made a tight spot. Soon after leaving Ashland the foot of the Siskiyou Mountains are reached, and it is here that the best example of road improvement is found.

"The Siskiyou were formerly a severe test on the most powerful cars, and in some of our record runs from San Francisco to Portland and Seattle in 1913 and 1914 our Buick passed as many as four-teen machines. Some of the best drivers stalled on these mountains. In building the present highway over the Siskiyou, the engineers have entirely abandoned the old road and have built a grade wide enough for two machines to pass on at any point and have reduced the grade until our Six Buick had no trouble at all in maintaining an average speed of twenty-five miles an hour over it. Part of the grade on the Oregon side has been covered with concrete and the remaining is covered with a heavy coating of gravel. All of the California side has been gravelled, but it will be several years before the grade settles so that it will be practical to lay the final concrete surface.

FIRST VIEW OF SHASTA.

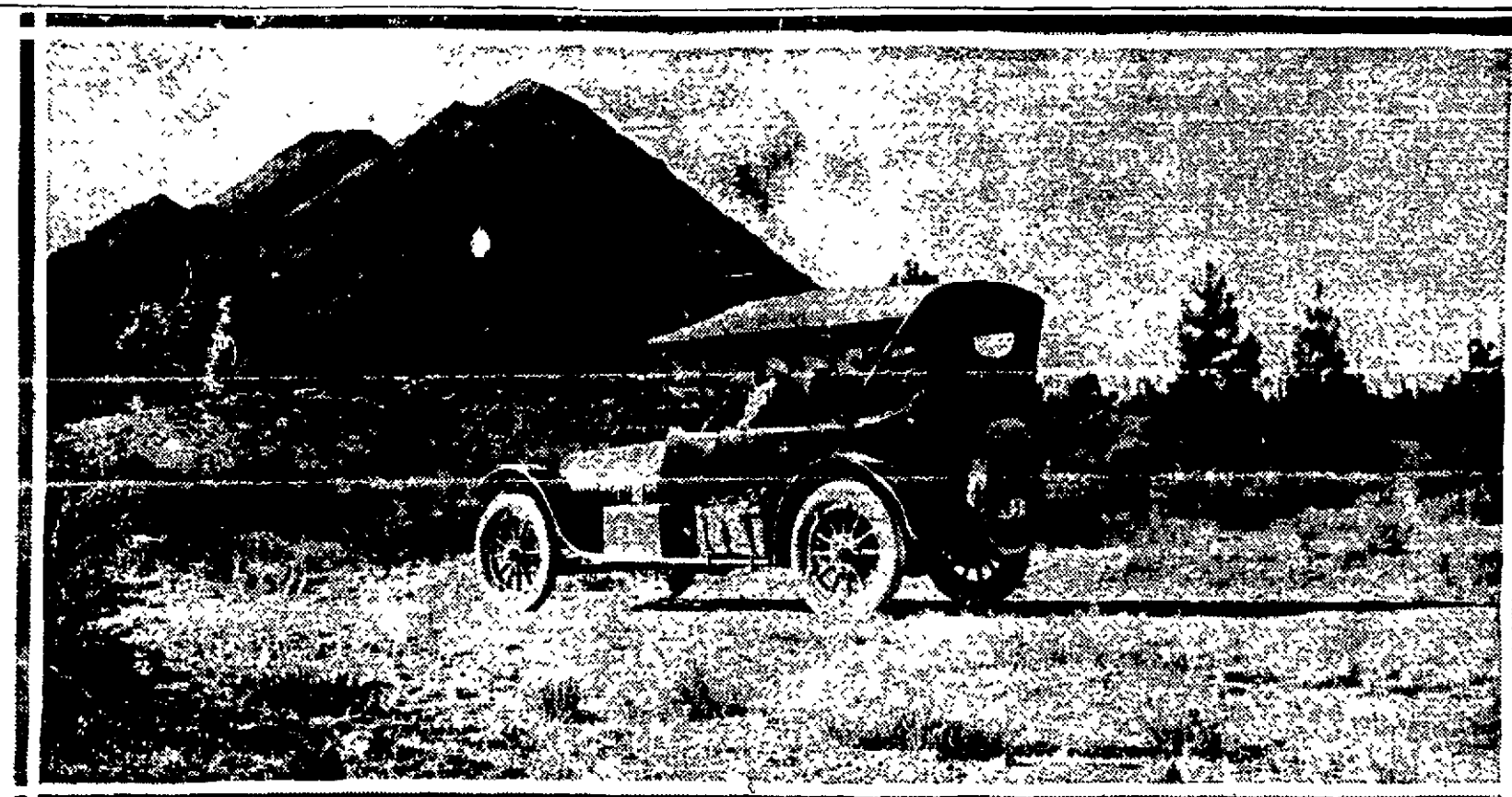
"From the summit of the Siskiyou one gets his first view of Mount Shasta, sixty-eight miles farther south, and is the sight of the big, snow-covered peak most of the time for the next one hundred miles.

"An easy grade takes one down the south side of the Siskiyou through Hornbrook to the Klamath river. The highway follows down the Klamath river canyon for several miles, and then turns to the left up the Little Shasta River to Yreka. The seventeen miles separating Yreka and Hornbrook is all over a new grade, and some of the most interesting scenery on the entire trip is to be found on this new piece of road. After leaving Yreka the Shasta valley is crossed, the road running through Gassette to the lumber town of Weed, and then on through Elson, Soda Springs to Dunsmuir. From Weed to Siskiyon the road winds the base of Mount Shasta and in clear weather the mountain is indeed an impressive sight with its white cap of perpetual snow and ice rising to a height of more than 14,000 feet.

"At present the best road is the one known as the County Road which runs one-half mile west of the town of Siskiyon and joins the highway grade at Dunsmuir. A new concrete bridge crosses the Sacramento river at Dunsmuir

Pacific Highway Shows Wonderful Improvement Says Motorist

Scenes along the Pacific Highway route recently explored by C. A. McGee of the Howard Auto Company. Photos show some of the attractions of this splendid road with the Buick Six Car in the foreground.



does away with the steep grade and dangerous crossing that was formerly encountered in the northern edge of town, southbound are to be found on every side. The most noticeable of these improvements are the roads. Of the 749.5 miles separating San Francisco and Portland, there are not more than 100 miles of really bad roads on the Pacific Highway, and this about equally divided between Oregon and California. Oregon is continually changing and improving her roads, and for that reason will be the best road one month may not be the best the next month. With but few exceptions, however, the road we followed south will be the best for the rest of this year at least.

STRIKE WORST STRETCH.

"The worst roads encountered on the entire trip are found in the first fourteen miles south of Dunsmuir. This piece of road is not particularly dangerous and by using a little care it can be driven upon with but very little discomfort, and there is some consolation in knowing that work was started on a new highway grade that will eliminate this bad stretch of road by the time the touring season starts next year. Ten miles north of LeMoina the graded highway is again encountered and followed to LeMoina. In the next 14.7 miles there are some good and some bad roads. The worst of these are in the vicinity of Delta railroad station. Care should be taken 6.2 miles south of here to turn right to Redding and the state highway instead of to the left to Antler and the old Baird road. At a point 4.2 miles beyond this right hand turn, turn to the left onto the new state highway. Follow this highway across the Sacramento and Pitte rivers, to within twelve miles of Redding. Then follow a good dirt road into Redding. Only part of the road to Red Bluff has been graded, and there are some rough spots in this 32 miles.

"At Red Bluff we were advised to take the old county road direct to Corning, instead of the state highway via Tehama and Proberta. This was on account of highway work which was in progress. At Corning we encountered the highway which we followed with hardly a break through Orland, Germantown, Willows, Maxwell, Williams and Arbuckle to Marysville. Here we left the highway and followed the regular road which is in good condition on through Dunnigan to Blacks. Then we turned right from the Blacks. Winters was reached and we again joined the highway and followed it on through Fairfield to Colusa and home.

"The speedometer on our Buick showed 749.5 miles for the trip from Portland and we made it in two days and one night of driving. In order to escape the heat of the Sacramento valley, we drove direct from the Sweet Briar ranch near Dunnigan to San Francisco, making the 318 miles in about 11 hours, most of it after dark. In the three weeks we were away from San Francisco, our Buick 'Six' covered more than 2,000 miles and in this time we did not experience the least bit of trouble, and all this in spite of the fact that it had over 14,000 miles of hard driving before the start of the present trip."

AMATEUR BASEBALL

With the Boys at St. Joseph's

Baseball for the present season practically closed at the academy last Wednesday afternoon. On the occasion the St. Joseph's Independents came out victorious over the Burbank boys for the second time this season. This marked the fifth straight victory for the St. Joseph's Independents who weigh 120 pounds. The St. Joseph's boys, the 110-pound boys, won nine and lost one. The score Wednesday afternoon was 9 to 4. On the fourth of the last term's games the catcher did not play the position before. We do not see how the manager then can claim a defeat for the St. Joseph's team that won the nineteen games.

Some information has been given out by the Bella Vista playground manager to the effect that his boys, the 100-pound team, had defeated the St. Joseph's boys, who before school had won nineteen straight games and since the reopening had won eight. The boys did beat the St. Joseph's team (the 100-pound team) but he did not, as he claims, defeat the team that won the nineteen games, for that team no longer exists.

It is undoubtedly not aware that the academy is a boarding school and that in such schools it is impossible to keep a team from playing the game. The present St. Joseph's team, known as the academy, is composed of only four of last term's players. Not one of these is playing the position that he did in the spring. The entire infield, including the catcher and the pitcher, did not play the position before. We do not see how the manager then can claim a defeat for the St. Joseph's team that won the nineteen games.

Young, who has been out of the game since his return to school, got into the fray Wednesday for a few innings. His record shows one hit, two assists. The one put out. Young played short for the spring St. Joseph's team and led the boys in fielding and batting. In the absence of Conlon, who is out of the game because of an injury to his knee, Young has been taking hold of second and is doing very well. His fielding is perfect and a hit made by him brought in the last St. Joseph's independent run.

Running catches by Rainey and McVey with men on the bases helped to keep the score of the visitors Wednesday down low. Should McVey begin to hit he would prove a very valuable man on the team. At present his hitting is very poor. Rainey continues to get his little hits, especially when they are needed. He got two out of four attempts in the last game.



GIVE CRANK CASE BATH IN KEROSENE

It doesn't make any difference what kind of a car you have, you can keep it running smooth and at the same time get more power and more miles to the gallon out of it if you drain the crank case every 500 or 1000 miles and put in fresh oil. The reason for this is apparent if a little common sense is used. Supposing the crank case holds a gallon of oil. It is thick when first put in, but as the motor runs mile after mile the lubricating qualities diminish and the quantity diminishes too. Then, when it needs another quart of oil, the mixture is not as good as when it was full of fresh oil. After a while you add another quart, and so on, until at last the crank contains one quart of fresh oil and three quarts of a fluid that is thin and watery. Of course this is bad for the engine, and the car doesn't perform as it should.

But if the driver will drain every drop of oil out of the crank case every 500 miles, or at least every 1000 miles, put in a gallon of kerosene and run the engine idle about half a minute, drain off the kerosene and put in a gallon of fresh oil, he will appreciate the improvement in the way the engine runs. This is a simple thing to do, costs but little, takes only a few moments, and adds to the joys of motoring and to the life of the motor.

Vernon Signs Miller, Bay Semi-Pro Hurler

Stanley Miller, one of San Francisco's best semi-professional pitchers, has been signed by Manager George Stovall of the Vernon club of the Pacific Coast league, and will report in the spring.

Johnny Purcell, another San Francisco lad, is to be given a trial in the Northwest next season. He has been playing ball in Tuolumne county the past year.

Bargains!

in Used Cars at special reduced prices for quick sale.

Oakland Six, 1917 ... \$875
Buick, 1917 ... \$650
Stutz Roadster ... \$550
Kissel Kar ... \$250
Jackson 5-passenger ... \$225
Cadillac Roadster ... \$300
Oakland 5-passenger ... \$250
Enger 12-cylinder ... \$450

Pacheco Auto Co.

2915-19 BROADWAY
Lakeside 1929

EDDIE PULLEN TO TEACH MOTORISTS

For the edification of the automobile driver who has not been taught the prime essentials of carefully operating a car, Eddie Pullen of the Peck-Pullen Motor company, formerly the world's champion racing car pilot, but now dealer in Saxon and Mitchell cars, has set forth a few valuable tips. The pointers as given by Pullen are of vital importance because if followed a decrease in upkeep expenses will follow.

Close observation of mistakes made by automobile owners in turning corners and starting their machines have been noted by Pullen. Remedies for these follies have been advanced and if heeded by motorists a decrease in the upkeep expense should follow.

"Nowadays the great cry is how to economize in operating an automobile," says Pullen. "The cost of gasoline and oil has threatened to rise to a premium price. Hand in hand with this increase comes the possibility of parts prices advancing. For this reason it behooves every automobile purchaser and owner to follow advice and suggestions doled out by experienced mechanics.

"For instance, when approaching a corner allow the motor to slow down the car. This will save brakes and will not work any hardship on the engine. It is the common custom for a driver to speed into a turn and if the course is not clear, slam on the brakes, disengage the clutch and race the motor. The sudden emptying of the car's waste motor racing has a tendency to severely strain the engine and in time does more harm than good. There is also caused an excessive waste of gasoline and oil, while the brakes in time burn out.

"Another mistake commonly made by the average driver is the manner in which the car is brought to a stop. Do not race the motor when a stop is being effected, as it has a tendency to loosen the bearings and which in time causes more damage than if the car had been put through a difficult stunt. Then too in starting from the curb speed up the motor just enough to pull away smoothly instead of racing the motor and throwing in the clutch. The above method eliminates all possibility of straining the wheels and differential and loosening the universal joint. This works for economy in that a reduction of upkeep expense will be made."

If the advice as offered by Pullen is heeded, there will not only be a decrease in upkeep expense but the list of satisfied automobile owners will be greatly increased.

TRY OUT WHEELS

Jack up each wheel occasionally and try the bearings by shaking or lifting the wheel. This is the advice given by the mechanical department of the Haynes Auto Sales Co. If any sign of looseness is apparent the bearings should be adjusted. If the front wheels are loose the play may be in the knuckle around the king bolt. So make sure where it is before attempting to adjust it.

HALL-SCOTT NOTES.

The Hall-Scott Motor Car Co. team defeated the Harris Tailors last Sunday by a score of 3 to 2 at Bushrod. McCrory did the twirling for the aviation boys and pitched in good form. The team was strengthened by the addition of Oakes O'Connor at short and Beeson, who played rightfield. Both slugged the ball with men on the bags. Marant got two hits, a single and a two base wallop. With the infield strengthened and Ely, Wilson and Beeson in the outfield, Hall-Scott puts up a fast game. Hall-Scott meets the Money Back Smith team today at 1:30 at Bushrod. McCrory will pitch.

The 1918

Buick

Four-Cylinder Cars

\$920 and \$925

AT SAN FRANCISCO

2-Passenger Roadster
5-Passenger Touring Car
1000 Lb. Light Delivery

You Run No Chances When You Buy a Buick

Buicks are standard in every sense of the word. Buick cars have a reputation the world over for

Power, Speed, Economy and Dependability

These are the essential features of a motor car.

There are fewer second-hand Buicks for sale and the value for used Buicks is higher than on any other car of a like price.

The above statements are facts and we will be glad to prove them to you.

Immediate Delivery for a Short Time on All Four-Cylinder Models.

HOWARD AUTOMOBILE COMPANY

3300 Broadway, Oakland
SAN FRANCISCO LOS ANGELES PORTLAND

KISSEL SHOW AT FAIR IS FEATURE

Lectures Twice a Day Added Cause for Comment at State Fair.

One of the interesting features at the State Fair just concluded at Sacramento, was the exhibit of the Kissel Kar. Under the large spreading tent, in which were housed the various automobile show cars, the Pacific Kissel Kar branch had a stripped Kissel chassis, showing all the working parts of the motor.

Two lectures were given daily, on the uses and abuses of the modern automobile, by H. R. Lamater, who conducts the classes for preparing the women for war times, which is attracting such attention at the sales rooms of the Pacific Kissel Kar branch, in this city. The lectures were well attended, and many questions were answered, which no doubt will help solve the problems of owners.

This feature of the fair as in keeping with the policy of W. L. Hughson, president of this company, who is making the modern automobile, until today motors have attained almost perfection, but of what avail is all this, if the owner will not take the proper care of the mechanism he has purchased.

Hughson's aim is to so instruct the owner, that many of the irritating arguments and misunderstandings that crop up so frequently between the owner and dealer, may be lessened. When asked the purpose of this movement, Hughson had this to say: "The automobile industry has made tremendous strides in perfecting the modern automobile, until today motors have attained almost perfection, but of what avail is all this, if the owner will not take the proper care of the mechanism he has purchased."

An owner will take weeks and weeks to go over the many automobiles now offered for his consideration, have each one demonstrated to him, ask his friends for information concerning the various models, and finally after a great deal of thought invest his money in what he considers, is the best machine on the market for the money.

Then what happens, for a few weeks he takes good care of his purchase, that

FIRST TRUCK IS RECEIVED HERE

The first Rush truck has been received by the Mathewson Motor Company. It no sooner reached the city than it was sent out on its first demonstration. The result was that on the first day of its arrival it made good and was sold.

E. Linn Mathewson in speaking of this record says: "First Rush truck, first demonstration, first sale, all in 24 hours. Our sales force have been working on the Golden Gate Baking Company for some time trying to interest them in the Rush. The officers of the company were willing to give us a chance to prove its worth when it arrived."

"Last Wednesday morning we appeared at the bakery at 5 o'clock ready for any test that they might ask. They but the truck on the hardest route they have and for seven-hours it had to take the worst hills in San Francisco."

An expert of the company rode along with our driver to see that the truck was pushed as much as any other that they have in service.

"When the Rush came in at noon the expert made his report and before 5 p. m. we received an order for the particular Rush that had made the demonstration."

"We consider this the most satisfactory sale we have ever made of a motor car or truck. The fact that it is known that this particular company now employs ten other motor trucks in its delivery service."

is he keeps it washed and cleaned up, but how little attention he pays to the mechanical details and the proper lubrication, if his car runs, everything is rosy, if things go wrong, it is not always an easy matter to convince the owner the trouble is the result of his own neglect.

How much better it would be if the owner were properly instructed at the time of this purchase, it would be a better thing for all concerned, it would help the owner, the dealer, as well as the manufacturer.

To educate the owner, to the full importance of the above is our aim, and we are going after it strong. Conservation is the watch word of the day, we know that the Kissel products are the right, are built to last a long time, and to get the maximum of efficiency and long-liviness out of this car, we must have the co-operation of the owner.

Watch Next Sunday's Tribune for the Announcement of the Arrival in Oakland of the New

NASH CAR

The pacemaker for 1918—

Western Motor Sales Co.

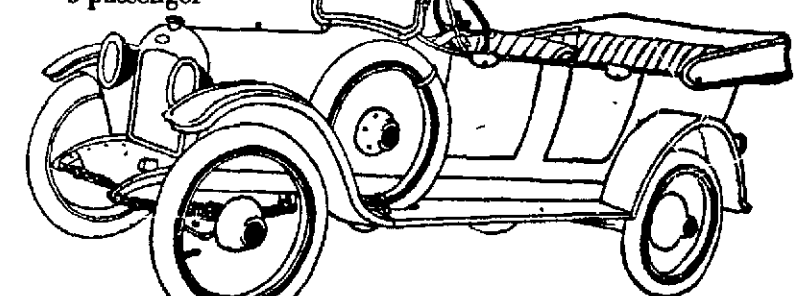
Formerly the FAGEOL MOTOR SALES CO.

3420 TELEGRAPH AVENUE

Manufactured by the General Motors Co., Pontiac, Michigan

Oakland

Six-Cylinder 2-passenger \$1045 Here

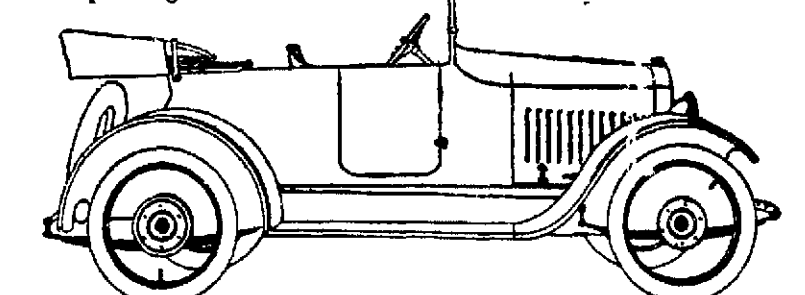


You owe it to yourself to see and ride in these cars before buying any car

Manufactured by the Liberty Motor Car Co., Detroit, Michigan

LIBERTY

Six-Cylinder 4 and 5-passenger \$1345 Here



PACHECO AUTO COMPANY

2915-19 Broadway Lakeside 1929

TO LET AND LEASE

Do you know that the most elegantly appointed apartments in the city are located in the new building at the corner of Broadway and Broadway? They are advertised under "To Let" in this part of THE TRIBUNE; also complete lists of Rooms.

VOL. LXXXVIII

OAKLAND, CALIFORNIA, SUNDAY MORNING, SEPTEMBER 16, 1917.

PAGES 53 TO 60

NO. 26

REALTY MEN
MUST HOLD
NEW LICENSE

No unlicensed real estate broker or salesman can collect a commission in California nor enforce by appeal to law any contract or agreement made with him by the owner or prospective purchaser of real estate relative to his employment as a real estate dealer. This is the opinion given the secretary of the Oakland Real Estate Board this week by Freeman H. Bloodgood, state real estate commissioner.

"A ruling of the supreme court in a parallel case governs this point," said Commissioner Bloodgood. "The new real estate license law practically places the unlicensed broker and salesman outside the protection of the courts so far as their activities and transactions as real estate dealers are concerned."

According to this opinion and its interpretation by real estate dealers, the client of an unlicensed broker would not be bound to comply with a listing agreement offering property for sale should the dealer secure a purchaser nor to pay the dealer a commission should he not sell the property, the dealer would have no redress in court because, in the eyes of the courts, the unlicensed dealer is an outlaw.

CAN ABROGATE. And an unlicensed dealer accepting an order to purchase for a client a piece of real estate would have his experience for his reward should his client wish to abrogate his agreement in any particular and would forfeit his commission if the client chose to do so even should the latter close a transaction negotiated by the dealer.

A broker who has served as exclusive selling agent for a large land holding company in the Sacramento Valley for several years this week notified by his principals that he recently earned commissions are to be withheld and his services discontinued because it was learned through the State real estate commissioner's office at Sacramento that he had neglected to apply for his license in compliance with the new law.

A broker in one of the southern cities closed a transaction for a large piece of business property two weeks ago, earning a large and much needed commission, which he now finds is unable to collect because he holds no license from the state and therefore had no legal right to transact the business. He will either forfeit his commission or be forced to accept such a portion of it as his client is willing to give him.

Should he accept any commission whatever he lays himself open to prosecution for violation of the law with a penalty of not more than two years in prison or a fine of not more than \$500, or both, at the discretion of the court, or, if a corporation, by a fine of not more than \$500.

MANY APPLY. While there was some opposition to the operation of the new real estate license law, just the opposite was the operation of an new legislation, especially of a regulatory character, says Commissioner Bloodgood. "It is fast disappearing and we do not anticipate hearing any more of it. Applications continue to come in from all parts of the State and on every mail at the rate of from thirty to fifty per day."

"Nearly 4000 applications have been received to date and licenses are being issued. The new law is being complied with. There are few, if any, real estate dealers of the State who, when they understand the matter, remain opposed to the new legislation."

"They all recognize the desirability of placing all brokers and salesmen under some measure of control for the express purpose of curbing the vicious practices and methods of the few who operate lawlessly, causing embarrassment to all and often brought dishonor upon the real estate business."

"And everyone welcomes the operation of legislation which will add to the protection and further safeguarding of the property owners and those seeking to purchase real estate."

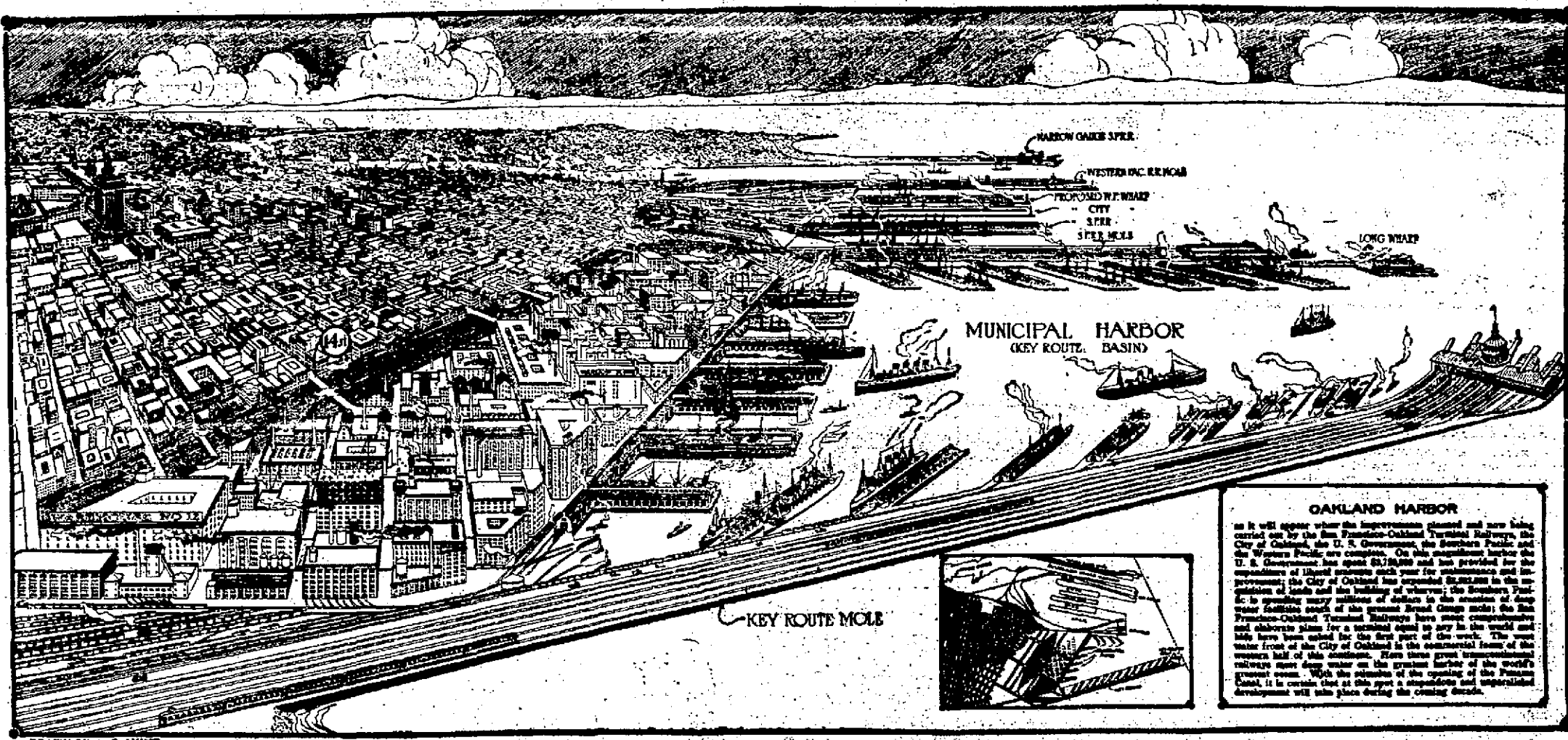
In furtherance of the general purpose of his office, Commissioner Bloodgood is preparing a series of publications for the advice and benefit of prospective buyers, titles and information which will be of great value to many hundreds of brokers and salesmen as well as to colonists and others inexperienced or uninformed as to conditions surrounding their prospective purchases.

Within a few weeks Commissioner Bloodgood is to issue an official State directory of licensed brokers. This will be distributed in such a way to be a guide to all persons seeking the services of real estate dealers.

TO ISSUE LISTS. This will be supplemented monthly by further lists of brokers licensed. It will serve not only as a roster of brokers who have the right to do business in California but also as a warning against those who have not secured licenses or whose record for untrustworthiness is such that they cannot secure licenses.

The co-operation of brokers throughout the State, the State Realty Federation and local real estate boards and exchanges is soon to be requested by the commissioner in formulating a set of documents of the class customarily in use in real estate offices which all are to be urged to adopt so that they shall be uniform throughout all dealers. This is in the opinion of all dealers will be a distinct advantage to all and will materially facilitate the real estate business.

Commissioner Bloodgood will shortly begin a tour of the State, during which he will visit each local real estate board and hold meetings with all of the realty men of each city and town for the purpose of explaining the operation of the new law and to ask for suggestions for the betterment of the real estate business and for co-operation of all dealers and agencies in upholding and advancing the dis-

FORMER HARBOR MANAGER PLANNED DEVELOPMENT
OF WESTERN FRONT; BUSH TERMINAL HIS IDEALORIGINAL PLAN RECALLED
BY DEATH OF EXPERT

W. W. Keith, whose recent death is so deeply mourned by hosts of friends in the business and social life of Oakland, had the greatest confidence and faith in the future of Oakland.

Even before he became harbor master of this city he was intensely interested in harbor development and was the leading spirit in the preparation of the picture shown above of Oakland Harbor as it will appear if the original plans are carried out.

Keith felt that very few people had any realization of the scheme of development of the harbor or of the possibilities of industrial and commercial growth which the Key Route Basin possessed. It was for this reason that Keith proposed the preparation of the above sketch and secured the co-operation in getting it out, of some of the public-spirited men of Oakland. The sketch was made under Keith's personal supervision.

Much of the work looking toward completion of the harbor development at the time the sketch was prepared a few years ago, was in prospect, is now a reality. The Key Route System has completed the solid earth fill further development and while financial difficulties preclude for the present the building of wharves (as shown in the sketch extending southward of the Key Route mole), the rapid commercial development and financial prosperity of the Oakland, Antioch & Eastern, using the mole, suggests that the beginning of harbor construction south of the Key Route mole will not be long delayed.

In the Key Route basin the city of Oakland has completed much of the work which is preliminary to the building of wharves and the Alameda plant, which is strictly in accord with the general scheme above shown, is now in operation and vessels plied on regular trips between Oakland and Seattle.

The Southern Pacific development will be on even a larger scale than shown in this picture, application having been made to the city of Oakland for the building, instead of one long wharf, of five wharves each 400x200 feet. No work has yet been done by the city in the "white meat" district south of the broadway mole, but the Western Pacific is at the present time building a new wharf 300 feet in length and the financial stabilization of this railroad gives promise of further harbor development by the Western Pacific in the near future.

Keith was a strong opponent of the Union Construction Company plan which would make impossible such harbor development as shown above. The Union Construction Company lease takes 900 feet of frontage in the middle of the Key Route Basin, destroying the continuity of the wharves shown in the above picture and, furthermore, makes impossible the industrial development with warehouses and factories on the landward side of the waterfront street. Such a development as shown above would be in accord with the Bush Terminal idea and it was Keith's contention that while a shipyard might bring a thousand or two employees, commercial development along the above lines would employ a great many more people and mean much greater wealth and population for Oakland. The Bush Terminals in Brooklyn have 40,000 employees.

PREMISES ARE LEASED;
OWNERS FACE SUIT

(Seventy-eighth case in a series of recent real estate decisions affecting agents and owners, summarized for THE TRIBUNE by Attorney C. W. White of the Oakland law firm of Dunn, White & Aiken, formerly lecturer in law at the University of California.)

In the case of Shellman vs. Hershey, Henry & Giesse, 31 C. 441, decided on appeal in the Third Appellate District, and implicitly affirmed by the supreme court by its refusal to rehear the case on application for rehearing, the question decided was what responsibility an owner of a building owed to a third person who was injured on the premises by reason of the negligence of a tenant in leaving open a door which was not suitable for safe use as an exit from the premises.

The defendants, Ella L. Hershey and Cornelia A. Hershey, leased the premises in question, the Woodland opera house, to their co-defendants, Henry & Giesse. The main entrance to the opera house is on Second street, along the southern end of the building, but along the east wall of the auditorium was a door which was not supposed to be used as an exit but was used simply for sweeping rubbish out of the auditorium and for taking things in and out of the building on infrequent occasions.

PLAINTIFF INJURED. It was about three feet from the sill of this side door to the sidewalk and the plaintiff alleged that on May 29, 1912, she attended a public entertainment at the opera house; that during the entertainment the said door was left open, and that at the close of the performance she, believing said door to be an exit from the theater, walked through the same and was violently thrown upon the sidewalk; that the door was unguarded and unprotected, and that there was nothing about the door to warn plaintiff of its dangerous or unsafe character.

The owners of the building in their answer set forth that the opera house was leased to Henry & Giesse; that the said doorway was not customarily used as a means of entrance or exit; that it was never understood by the management that it should be used

for such purpose, but that on the occasion of the entertainment one of the patrons requested a servant of the tenants to unlock the door and permit the same to remain open for the purpose of ventilation; and that the plaintiff, while passing through the door, was injured by the negligence of the tenant, the plaintiff, Mrs. Shellman, to believe that she could safely pass out at that door. Although this door was not intended to be used as an exit or entrance, the tenants are chargeable with knowledge that in opening and leaving it open, unguarded, and unlighted, with no step to aid a person in reaching the pavement, the passage out by that door was dangerous and unsafe. This situation was one of their own creation for which upon well settled principles they were liable.

TENANTS LIABLE. "We do not think there can be any doubt of the lessees' liability," says presiding Justice Chipman, in the decision of the Court of Appeals. Henry, through their agent and lawyer, when they leased the premises to their co-defendants, for it was in the same condition it had been in ever since they inherited the property in 1903 at the death of the original owner. But the uncontradicted testimony was that this particular door was not intended for use as an exit or entrance for patrons of the theater, and had never been used for that purpose in all the years of defendants' ownership. The only use to which it had ever been put was "only occasionally to sweep some of the dirt out that way or to take

something in that way, but it was never used as an exit," and it was "always kept locked." Defendants, the Hersheys, had never given any direct or indirect authority to the plaintiff to have anything to do with the management of the theater.

GENERAL RULE. "Respondent relies upon the rule stated, Griffin v. Jackson Light & Power Co. 'No person can create or maintain a nuisance upon his premises and escape liability for the injury occasioned by it to third persons. Nor can a lessor so create a nuisance and then escape liability for the consequences by leasing the premises to a tenant.'"

"Among the cases cited in support of the text is Kalls v. Shattuck, in which injury arose from an awning falling upon a person while passing under it. The court of the premises allowed the awning to be used by sight-seers going upon it, thus causing it to fall. It was not built or intended for such use, but only as a shelter for the sidewalk from sunshine and rain, and was properly constructed for that purpose. The lessor was held free from liability for the injury. Said the court: 'It is well settled that a landlord is not liable for such consequences, unless—1. The nuisance, occasioning injury, existed at the time the premises were demised; or, 2. The structure was in such condition that it would be likely to become a nuisance, in the ordinary and reasonable use of the same for the purpose for which it was constructed and let and the landlord failed to repair it; or, 3. The landlord authorized or permitted the act which caused it to become a nuisance occasioning the injury. To bring liability home to the owner the premises being let, the nuisance must be one which was in its very essence and nature a nuisance at the time of letting, and of being thereby rendered a nuisance by the tenant.'"

"It is not sufficient to render a lessor liable that the premises leased by him are capable of a use which will create a nuisance, unless—1. The landlord demises premises which are not in themselves a nuisance, but may or may not become such, according to the manner in which they are used by the tenant, the landlord will not be liable for the nuisance created on the premises by the tenant."

"Where, therefore, the premises, while capable of improper use, may be used in an ordinary manner without the creation of a nuisance, the lessor is not chargeable with the improper use of them by the tenant which results in a nuisance."

"In Owens v. Jones, the court said: 'After a full review of all the cases, and that too after the second argument, we understand the court to deduce, at least the two following principles from the numerous adjudications to which reference is had: First: That where property is demised, and at the time of the demise is not a nuisance and becomes so only by the act of the tenant while in his possession, and injury happens during such possession, the owner is not liable; but second: that where the owner leases the premises to a tenant, and the tenant uses them in a manner which is not in the nature of their use, and receives rent, then, whether in or out of possession, he is liable.'"

"Further reference to authorities seems unnecessary. We think it results from the principles above stated that the only question here is: Was this side door to the theater a nuisance when demised, and became so because of the manner in which the tenants used them on the night of the accident. It follows that the defendants, the Hersheys, are not liable for the injury complained of."

"The order is reversed and a new trial granted as to defendants, the Hersheys."

FOR ALMOND CROP

OAKDALE, Sept. 15.—The first car of Oakdale's \$75,000 almond crop has been shipped to Los Angeles for export and growers report the yield this year will be heavier than last. Although some sections report a crop of only 60 to 70 per cent, the Oakdale district has been fortunate enough to have a full crop.

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MARITIME COMMERCE
FORCED ON OAKLAND

That maritime commerce is being forced upon Oakland today as never before, that a demand is right now being made upon the transportation resources of the city which it is not prepared to meet and that it is rapidly being transformed into a great world commerce city in spite of the fact that its citizens little realize the situation, as the opinion expressed yesterday by L. H. Chamberlain, manager of the Barron Wharves of East Oakland, at a conference of the harbor committee of the Downtown Property Owners Association.

Waterborne commerce, bringing freight from all parts of the world, is being transformed into a great world commerce city in spite of the fact that its citizens little realize the situation, as the opinion expressed yesterday by L. H. Chamberlain, manager of the Barron Wharves of East Oakland, at a conference of the harbor committee of the Downtown Property Owners Association.

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BUILDING PERMITS

Building permits issued by the Building Department, Oakland, California, for the week ending Wednesday, September 12, 1917:

Classification of Buildings	No. of Permits	Costs
One-story dwellings	1	\$4,000.00
One-story church	1	1,000.00
Two-story addition to	1	4,000.00
Two-story brick addition	1	1,600.00
Garages	3	270.00
Electric signs	1	240.00
Alterations and repairs	21	3,105.00
Totals	42	\$24,445.00

SUMMARY OF PERMITS:
J. F. Faucher, Cole heater, 435 Sunnyvale avenue; \$107.50.
Charles C. Figgie, one-story addition northeast corner Forty-ninth street and Lexington avenue; \$190.00.
W. R. Raftery, fire repairs, northwest corner Fifty-third and Lexington streets; \$200.
Mrs. G. Smith, fire repairs, 1424 Fifth street; \$350.
W. S. Keating, alterations, 1835 East Fourteenth street; \$140.
J. Stewart, re-shingling, 126 Hillside; \$115.
F. J. Murrin, alterations, 1501 Fifty-fourth avenue; \$147.
E. Daugherty, addition, 3105 Chestnut; \$75.00.
J. J. Dolan, furnace, 556 Fairbanks; \$125.00.
Fred Lewis, leases, alterations, 317 Washington; \$350.
W. A. Anderson, one-story, six-room dwelling, south side Foothill Boulevard, 440 East Vicksburg; \$300.00.
R. Bellomo, addition, 5174 Shafter avenue; \$300.00.
J. S. Kimball Co., electric sign, northeast corner Piedmont and Linda avenue; \$240.00.
Mrs. Phoebe H. Wilson, one-story garage, 5425 Lexington avenue; \$100.00.
W. S. Keating, alterations, 1621 Eleventh street; \$125.
Southern Pacific Co., alterations, north side Eleventh street, 190 West Broadway; \$805.00.
Moore & Scott, addition to punch shop, foot of Adeline street; \$400.
J. W. Chase, one-story dwelling, east side Rhoda avenue, 240 North Adeline street; \$240.00.
Twenty-third street; \$80.
John H. Babcock, one-story addition, 5016 Holloway; \$200.
Church of the Brethren, alterations, southeast corner Thirteenth and Washington; \$400.00.
P. McCourtney, re-shingling, 726 Eleventh street; \$50.
Mrs. S. Cronan, re-shingling, 1354 Tenth street; \$100.
J. Peterson, re-shingling, 1113 Forteenth street; \$70.
E. Burrell, re-shingling, 1117 Fourteenth street; \$100.
Paul E. Miller, addition, 3616 Richmond boulevard; \$350.
E. Hancock, one-story dwelling east side Townsend avenue, 250 North Wellington street; \$300.00.
Church of the Brethren, one-story, two-room church, west side Portlich avenue, 75 South San Juan street; \$1000.
Ernest W. Drton, one-story garage, east side Grandwood avenue, 342 South Brighton; \$75.
Creditors Co., Inc., alterations, 1515 Broadway; \$250.

WORKS ON FARM

BERLIN, Sept. 15.—Willy Michaelis, the youngest son of the new German Chancellor, is working as a common laborer on a large farm in Lauguel, near Strasbourg, in Alsace. The young man is a student of one of the Berlin high schools. When the summer vacation began in July he offered his services for the harvest with thousands of other pupils, and was sent to Silesia, where he works hard every day from 4 o'clock in the morning until 8 o'clock at night. After the harvest he will, of course, return to school.

DIVORCE WANTED.

SAN FRANCISCO, Sept. 15.—Maud M. Fitzsimmons today filed suit against Lester C. Fitzsimmons, alleging cruelty. She asks \$500 alimony and the custody of two minor children. The couple were married in Oakland in 1906.

TO RETURN LAND

MEXICO CITY, Sept. 15.—President Carranza today ordered that all real estate belonging to the National Railway of Mexico, not actually in use by the government which is operating the line, be given back to the company.

IS OLD ARGUMENT

OAKDALE, Sept. 15.—Mother Lode mining interests and other Tuolumne county water users will be arrayed against the alfalfa, bean and raisin growers of the central San Joaquin valley when the adjudication by the State Water Commission of the water rights of the Oakdale and South San Joaquin irrigation on the Stanislaus watershed begins in San Francisco October 15. The Tuolumne county supervisors have appropriated money for the purpose and their case will be presented by District Attorney Rowan Hardin. Through usage and pre-filings, dating back nearly fifty years, Mother Lode mines and mountain ranches are getting a good share of the river flow. Tuolumne county people fear that the water development of water for valley irrigation or for the Sierra and San Francisco Power Company to generate electricity will deprive them of their customary share.

SAVES A BIG SUM

WASHINGTON, Sept. 15.—Senator Fletcher told the Senate yesterday that the joint Congressional committee on printing had saved the government half a million dollars by close supervision of paper purchases and its refusal to become panicky when others, scared by the false cry of shortage were buying paper at excessive prices. "I am hopeful," said the Senator, "that in view of the President's order fixing the price of news print paper at two and one-half cents, as found by the Federal Trade Commission to be a fair compensation, the news print paper manufacturers will at once recognize the justice of such an act and make their product available to the publishers of the country at this figure without further action by the government."

HARBOR TO
HAVE NEW
'MADE LAND'

Significant developments in the water front situation, in which the government is assuming a leading part, and in which government engineers are directly concerned, have added to the prospect of immediate important improvements. In fact, the steps taken by government engineers and facts uncovered by their activities give assurance of several developments that are more important, perhaps, than even the most optimistic of those who have been concerned in the development of the harbor have dreamed.

Several prophecies made by the late W. Keith, former harbor manager of Oakland, who, on taking the control of the water front, predicted a number of things that he expected would happen within a few years, are already coming to light.

Fraught with special significance, the work now under way, partly by the government and partly by the Southern Pacific, in reclaiming 125 acres of land on the Alameda shore of the estuary, this work is progressing from the Alameda mole to the Borax works, and the spillway at the Borax works is now taking most of the refuse from the dredging work being done in the fill-in.

The Southern Pacific has built a dyke that is impounding, according to army engineers inspecting the work, enough made land at last for backing developments for possibly 100 years to come, on the south side of the harbor.

This, it may readily be seen, may be of enormous significance in future development of the estuary—in the request of the government engineers for permission to build a strike of the head of the tidal canal to the Farm Island, in San Leandro Bay. This will, of course, be opposed by certain interested concerns, according to the government men, but the government men, but

HOUSES TO LET—UNFURNISHED (Continued)

JACKSON'S

OAKLAND.

1.60 New 4-room cement bungalow with glass-enclosed sleeping porch, polished hardwood floors, tap-papered walls, French glass doors, large open, brick fireplace, built-in china closet, refrigerator, writing and bookcases, ivory finished rooms, white enameled cabinets; kitchen; room for drive.

2.50 4-room cement bungalow; new F. trains and width, walking distance of town; polished hardwood floors, French glass doors, paneled walls, tapestry paneling, electric fixtures, built-in china closet, refrigerator, writing and bookcases, ivory finished rooms, white enameled cabinets; kitchen; room for drive.

white enameled bedroom and
net kitchen; cement wash tra
5.00—5-room cement bungalow; w
walking distance of town and
Route trains; polished hard
floors, built-in bookcases, wa
desk, buffet, indirect light
ten, open brick fireplace,
paneled dining room, stein
tapestry papered walls, ivory
ished bedrooms, white ename
cabinet kitchen, glass-enc

0.00—5-room two-story shingled house in Linda Vista; within walking distance of S. F. trains; polished hardwood floors, tapestry papered walls, French glass doors, built-in bookcases, china closet and built-in beamed ceilings, paneled dining room, white enameled kitchen, ivory finished bedroom and sleeping porch.

5.00—Story and a half bungalow

rooms and two sleeping por-
shingled exterior, on high gra-
has polished hardwood floors,
easty papered walls, built-in
cases, china closet and buffe-
direct lighting system, pa-
dining room, stein-shelf, ivor-
ished bedrooms, white ena-
cabinet kitchen.

laid hardwood floors throughout; indirect lighting system, a fireplace, tapestry, papered steel shelf, massive built-in buffet, china closet and book-writing desk, ivory finished rooms, white enameled kitchen, Ruud water heater installed; will build garage on

direct lighting system, tape
paped walls, Southern gun-
ished woodwork. Built-in
cases, china closet, buffet,
writing desk, ivory finished
rooms, shower, bath, ma-
porch, white enameled c
kitchen, furnace.

No Phone Calls.

JACKSON FURNITURE CO.

Clay bet. 12th and 13th

Alameda County Realty Co.
422 San Pablo Ave. Lakeside
Lake District—Cement house,
rooms and sleeping porch, 3 bed
and maid's room. Located on nic
er, 2 blocks from Lake Merritt;
wood floors, water heater, furnace
co. \$60.00.

Piedmont District—Cement bungalow, 3 bedrooms, maids' room, enclosed sleeping porch, two baths, garage; view: \$47.50.

Excelsior Heights, New cement
storey, 7 rooms, and sleeping
hardwood floors, furnace and garage.
Fourth Avenue District, New
low, 6 rooms, breakfast nook, hard
floors; pretty view; garage; \$35.00.
See our specially priced lots, Excelsior
Heights, \$1550; Rockridge Park,
easy terms; these are bargains.
Alameda County Realty Co.

BETTER THAN RENTING
5 room cement bungalow, nearly new, deep porch, furnace, garage, cheap bargain; 35 dollars per month pay small amt. down. Pled 4804 evening.

NEW CEM. bung. 5 large rooms, floors, built-in features, garage, cars and trains; bargain. Fruit.

COTTAGE 5 rooms, garage; modern.

37th st. nr. Mosswood Park and
 OTTAGE for rent, or sale. \$50
 near Tech. School, \$23.50. Okla.
 Piedmont 601W.
 EMPTY 4-room bungalow; reasona-
 2 adults. Call Tuesday, 102
 ave., Piedmont.
 FOR RENT—Beautiful 10 room ho-
 Lake Shore avenue; dining room
 breakfast room finished in q-
 sowed oak; large billiard room;
 lot; beautiful garden; garage for

chines; best location in Oakland
walk to New Key Route. Kent \$750
Wetzel, Oakland 1750.

OR RENT OR LEASE—Beautiful
story new home—8 rooms and 2
porches. 1 mile from university.
from car, in best section, very
able rent. See Charles H. Myers
tual Realty Co., 1437 Broadway,
land, Lakeside 4800. Open Sunday

OR RENT—New cement bungalow
rooms, sleeping porch, breakfast
room, bath and kitchen.

and kateas, an modern conv.
at 5951 Shafter av.; \$35, water
Piedmont 1337J.

Five-Room Sunny Furnished
Cottages, near K. R. and Grove S.
3, 4, 5-Room Furn. Flats and
Unfurn. Cottage, Flats and Apts.
4006 Grove St., Bullard. -Pied. 5

FOURTH AVENUE HEIGHTS—
bungalows, rent \$16 to \$30.
Merriitt 772.

FOR RENT—Five room cottage nr

N. HAYWARD—1 rm., modern; low; all conveniences; \$14 mo. particulars apply H. Miller, 1414 14th st., Oakland.

HOUSE HUNTING—Save time and by consulting Mrs. Brown's centrally loca. 1435 Franklin; Le

MODERNIZED cottage 8 rms., a porch and own water; beautiful to right party. 527 Lincoln av., Al

MOD. 1-rm. bungalow; fine loca

to cars. A1 condition; \$25. Phone 16 or Fvile. 2001J.

NEW 5-room bungalows, hardwood heating system, \$20 to \$25 per Inquire 3103 Arkansas st. Hoph car.

NEW cor. bungalow, sell like rms.; garage; \$200 down, cheap exchange; nr. K. R. Young's 58 a e. Pied. 3254.

NICE residence of 5 rooms; near

SUNNY modern 5-room cottage; re-
fined 445 44th st.

NICE sunny 5-room cottage nr. c
K. R., \$15. 3401 Adeline. Pied. 7

NEW 3-rm. plastered bung.; hdw
852 31st. Inquire S61 31st. Pied.

SUNNY cottage 6 rooms; gas, elec.
cars; close in; adults. Key 1626 C

SUNNY 6-room upper flat; some

SUNNY 5-room cottage: gas, bath, electricity; water free. 928 34th st.

TENTH ST., 129, near Oak—11
\$35: per month. F. A. Hyde, 404
st.: phone Oakland 3502.

TWO houses Walsworth Ave., nr.
Clara, 3 and 2 roo. ss, garage, hard-
wood floors. Call 50-Santa Clara tor k

2-ROOM 2-story house; hardwood
garage, yard: 744, Berkeley 2785
Carlson, 777 Townsend

Continued on Next Page

AUCTION SALES

J. A. MUNRO & CO.
AUCTIONEERS
97 Clay st., cor. 10th st.; phone Oak-
land 4671. Will pay highest price paid
for merchandise, furniture, etc., or will
sell on commission. Sales every Friday.

W. T. DAVIS & CO.
AUCTIONEERS
111th st.; phone Lakeside 248. Furni-
ture, merchandise, etc. Pay highest
cash prices. Let us bid on whatever you
have to sell, or will sell on commission.

Auction Sale
The Gasoline Steamer "C. B.

Marshall."

Length, 54 1/2 ft., breadth 14 1/2 ft., depth, 11 ft.; one deck, no mast, 1000 lbs. square stern, 11 tons gross tonnage, 9 tons net, 2 cylinder 80 H. P. Hercules engine.

THE GASOLINE SCREW TUG

"AMAZON."

Length 43 ft., breadth 12 ft., depth 5 ft.; deck, no mast, 1000 lbs. square stern, gross tonnage 15 tons, net tonnage 10 tons, 3 cylinder 75 H. P. Sampson engine.

ALSO THE BARGE "ETNA."

About 90x24x3, gross tonnage about 70 tons; will be sold at public auction at Antioch, Contra Costa county, on **Thursday, Sept. 22, 1917, at 1:30 P. M.**

These boats are now lying at the

BANK CLEARINGS
COMMERCE INDEX

CONVICTION INDEX

Bank clearings as reported to the California Development board by the several clearing house cities for the week ending September 13, 1917, showing the amount of increase or decrease from the amount reported the corresponding week, 1916, (only five clearing days) are as

San Francisco, \$89,583,554. Increase,
 16,820,076.
 Los Angeles, \$24,837,000. Decrease,
 386,425.
 Oakland, \$4,827,006. Increase, \$172,782.
 Sacramento, \$3,806,395. Increase, \$177,262.
 San Diego, \$2,178,187. Decrease, \$50,449.
 Fresno, \$1,968,532. Increase, \$245,204.
 Stockton, \$1,301,769. Increase, 168,894.
 San Jose, \$1,100,926. Increase, \$338,

Pasadena, \$1,113,377. Increase, \$1,679.
 Bakerfield, \$713,707. Increase, \$377.
 Santa Rosa, \$299,375. Increase, \$57.
 Long Beach, \$167,035. Decrease, \$44.
 1921.

BUTTER, EGGS.

CHANGES, 1921.

CHICKS			
Prices below are the daily quotations daily published by the C. E. Price Co., Wholesale and Retail Poultry Exchange, Baltimore, Md.			
Locally charged 25¢ per pound on each pound of butter and 30¢ per pound on eggs over these quotations on the street:			
Butter, lb.	Sept. 18	Sept. 19	Sept. 20
Prime firms	42 1/2	43 1/2	43 1/2
Mrgs. down	Sept. 15	Sept. 14	Sept. 13
Prime firms	42 1/2	42 1/2	42 1/2
Fresh firms	41 1/2	41 1/2	42 1/2

Fresh extra pullers 45¢ 45¢ 45¢
 Fresh first pullers 40¢ 40¢ 40¢
 Fresh - California 35¢ 35¢ 35¢
 New 1b: 6c new first old style. 20¢; 6c new
 10¢; fancy Young Americas. 25¢; 6c new
 2c; Oregon Young Americas. fancy. 24¢.

n Local Stocks

♦♦♦

♦♦♦

♦♦♦

Are Promising

Sugar stocks have been inactive at lower prices. The Hawaiian Commercial Company has declared an extra 50 cent dividend for next month, which is the second one this year, but in spite of this the stock has not responded.

BOND MARKET DECLINES.
The bond market has also declined. Quite a few Great Western Power 5 per cent changed hands at lower prices, while Liberty Bonds have been the leader, selling at 99 1/2 to 1%. Banks have been big buyers of these bonds. While New York is eating up the surplus.

has been somewhat weaker. The money market has become firmer during the month. Time money is loaning at 5 per cent minimum, while the call rate has been fluctuating around 3 per cent. Banks throughout the country, according to reports, all appear to be in a comfortable position, though many large loans have been made in the big financial centers.

The country has produced a great crop this season, and the banks will require large amounts to move them. It is estimated that twice as much money will be required this year than in previous years to handle these enormous crops.

Labor troubles seem to be the main thing that is holding back the market. Unsettled conditions in the coal,

Copper, lumber and smouldering industries are having a bad effect on all sections of the country. There are strikes of all kinds everywhere, and no one can tell what will be the final outcome.

Grain and Provisions

Closing quotations:

Option—	Open.	High.	Low.	Close.
---------	-------	-------	------	--------

CORN-PER BUSHEL				
December	1.18 1/2	1.18 1/2	1.16 1/2	1.16 1/2
May	1.16	1.16	1.14	1.14 1/2
OATS-PER BUSHEL				
December	.85 1/2	.85 1/2	.84 1/2	.87 1/2
May	.81 1/2	.81 1/2	.80 1/2	.80 1/2
PORK-PER BBL.				
January	42.50	42.50	43.00	43.20
October	42.50	42.50	43.00	42.80
LARD-PER 100 LB.				
October	23.85	24.02	23.90	23.85
SHORT RIBS-PER 100 LBS.				
October	23.85	24.02	23.85	24.02

E. F. Hutton & Co.
MEMBERS:
NEW YORK STOCK EXCHANGE
NEW YORK COTTON EXCHANGE
NEW YORK COFFEE EXCHANGE
NEW ORLEANS COTTON EXCHANGE
LYONS COTTON ASSOCIATION
CHICAGO BOARD OF TRADE
PRIVATE WIRES Coast to Coast.
OAKLAND OFFICE:
T. L. ...

LEGAL NOTICE.
NOTICE TO THE PUBLIC.
On and after this 14th day of September, 1917, I, the undersigned, will not be responsible for any bills contracted by any one other than myself.

My wife, Bertha Hall Kenwick, having
left my bed and board I will not be re-
sponsible for any bills contracted by her
on and after this 14th day of September.
(Signed) JAMES A. KENWICK

ROWELL IS BACKED BY PHYSICIANS

Prominent physicians and psychological specialists throughout the country have issued statements made by Dr. Hubert N. Rowell, former health officer of Berkeley, in his criticisms of existing methods of examinations in insanity cases, according to a consensus of opinion gathered at random from the country yesterday.

Dr. Rowell declared that the examination of the suspected insane was "far from scientific," "ineffective" and "unjust." He has been agreed with, and that by some of the prominent physicians of the country. Dr. Rowell gave expression of his views before the police school during a lecture on the medical and psychological side of criminology. "Sure thing, he is right," declared a prominent physician. "We all know the system of examining the insane is bad. They are hurried through without any opportunity to study their particular maladies and a remedy prescribed. If we had a psychiatric or a psychological hospital where we could incarcerate persons suffering from mental maladies and figure out the proper remedy it would change conditions materially."

"The trouble with the situation, however, is not with the individual physicians who make the examination. It is not with the county in which the examination is made. It is with the state. The state has provided by law and legislative action just how mental deficient may be handled and the time element is one of the factors. In the lack of preparation for the handling of such cases which exists in every county, and the necessary rapid observation, it is very true that persons are often accorded the wrong treatment. The miracle is that the right treatment is ever struck correctly."

Another Oakland physician who has many insanity cases in a year's time, in speaking of Dr. Rowell's theories, said:

Dr. Rowell speaks in a general sense. He is not criticizing any one in particular when he mentions the poor methods in vogue, but rather the method which has grown out of an incorrect understanding of the disease by legislators. It requires remedial measures but not as much in Alameda county as in Sacramento. Dr. Rowell is absolutely right."

Entertainment specially prepared for the Jews, also the noted monologist Herman Baker, appeared in some well qualified recitals, concluded by a program of patriotic songs. The men upon being presented with engraved pedometers, made patriotic remarks.

The guests of honor were Maurice Talbot, Jack Friedman, Sam Bruckner, Ben Sobie, Morris Friedman, John Van Murik, and Harry Goldsmith.

HONOR SOLDIERS

A picturesque sight was the lengthy line of automobiles, decorated not only with flags, but with boys of honor, speeding to the Castro Villa last Wednesday evening where the Jews made tribute to its members leaving with Oakland's draft quota.

A banquet was held and many interesting events featured the evening. The men upon being presented with engraved pedometers, made patriotic remarks.

On information from the Sheriff of Spokane county, Washington, Deputy Soares and Brown yesterday arrested E. R. Campbell, alias J. Davis, alias Geo. I. Talmage, alias Roy Sargent, wanted for forgery. Campbell, whose occupation is that of painter and plumber, was taken at San Leandro where he was employed in a garage painting automobiles. He has been living, according to the deputies who took him into custody, with a Mrs. Arnold, whom he claims to be his cousin, and who recently deserted her husband in Los Angeles.

HELD AS FORGERER

Campbell who, according to the information from Spokane, has served a term for forgery in the Oregon penitentiary, is wanted for passing \$500 worthless paper. He is about fifty years old and is said to have operated as a forger and passer of bad paper over the northwest for many years.

HERRSCHER BACK

Joseph Herscher, who has been a leader in the commercial life of San Leandro and Centerville, for many years, disposed of different outside interests, to which he has been devoting himself for a dozen years past, has returned to San Leandro and will devote himself to his old line in which he was a leader for many years. Herscher made some extensive investments in wholesale liquor and vineyard properties, including the old M. M. Estate ranch in the Napa valley, a property of some 1600 acres under high cultivation.

CHILD'S WELFARE

The regular business meeting of the Alameda County Child's Welfare League will be held at 2:30 o'clock tomorrow at the Hotel Oakland. Mrs. A. D. Kennedy, president, will preside and Miss Bessie Wood will be program chairman. Following the business session the members will be addressed by prominent speakers on the question of "Child Labor." Mrs. H. N. Rowell will be among those to speak.

COUNCIL TO MEET

The meeting of the People's Council for Democracy and Terms of Peace which was to have been held last Tuesday will be held on Tuesday evening, September 18, at 8 o'clock, 529 Twelfth street, at 8 o'clock. Father Arch Perrin, Episcopal clergyman of San Francisco, and Herbert L. Coggins, who recently returned from the national conference in Chicago, will be the principal speakers.

STORE CLOSED TOMORROW--MONDAY ON ACCOUNT OF HOLIDAY

Open for Business Tues., 8:30 A. M.

Money Back Smith.

1214 WASHINGTON ST. 12th STREET
S. & H. GREEN STAMPS WITH EVERY PURCHASE.

Now, Feminine Freedom Frock Is Evolved



MADAME E. JOSEPHINE CHOUVALDIY, wearing the latest decree of fashion, known as the "Feminine Freedom Frock," which forecasts the elimination of the skirt in the future.

An Oakland Woman Puts Ideas to Practical Purpose.

The latest in feminine apparel is termed the "Feminine Freedom Frock," designed for actual wear by an active woman. This latest "dress reform" has been introduced by Mme. E. Josephine Chouvaldiy, who believes that a gown is a pretty thing, but adapted only for use in pictures, poetry and dreams and not for present day modes.

Mme. Josephine Chouvaldiy has a natural antipathy for "long dresses" and though she has endured this torment in the past, has finally conceived a dress that affords freedom of motion and yet will conform to the requirements of modern life.

The use of overalls by women in various walks of life is no new thing, but a practical street costume, eliminating the skirt, has at last arrived. "To nurses, especially those engaged in hospital work, the 'F. F. F.' is of inestimable value," declared Madame Chouvaldiy in an interview. "Our skirts are always in the way, trailing up and down stairs, coming in contact with the ground, and a general nuisance."

"The spectacle of a woman in rainy, windy weather, endeavoring to manage umbrellas, hat, parcels, unwieldy skirts, is a common one, but picture a woman in that position wearing the new 'Feminine Freedom Frock' of waterproof material, and the problem of freedom is solved."

LECTURE SERIES COMING TO END

The first series of fifteen lectures given in Oakland under the joint auspices of the Sons and Daughters of the Washington and the University Extension Division of the University of California will close at 8 o'clock next Tuesday evening, with a lecture at Chabot hall, Eleventh and Grove streets, Oakland, by Herbert E. Cory, assistant professor of English in the University of California, on "Recent Changes in the Modern Concept of Equality." The public will be welcome. There will be community singing and the University of California Glee Club will sing a number of songs, with the aid of soloists.

It is planned to start a new series of these community gatherings early in October. The fifteen lectures already given have proved a great success. Each has been attended by an audience of several hundred people. Each lecture was preceded by community singing conducted by Chorus Paul Steindorff of the university. Glenn Wood, H. Pratt, F. Tamm, and Frank E. Carter, and each lecture was followed by a concert, these concerts having been arranged by a committee consisting of Miss Beatrice Clifford, pianist; Howard E. Pratt, vocalist; and Franklin Carter, violinist. The special object of the society is to aid in the Americanizing of foreign-born residents and the rejuvenating of patriotism among Americans, through promotion of the understanding of American ideals.

BANKRUPT CLAIM

Charles C. Garfield, an Oakland contractor, 1266 Twelfth street, filed application today in the district court for a decree of bankruptcy. He placed his liabilities at \$1625, and his assets at \$75.

MOTOR SERVICE IS AUTHORIZED

The Railroad Commission has authorized the General Motor Transportation company to issue \$40,000 common stock, to be sold at not less than \$90 a share, and to operate jitneys between Oakland and San Jose. The commission refused the transportation company permission to operate between San Jose and Palo Alto. The proceeds from the sale of the stock is to be deposited in a bank as trust funds with the condition that at least \$36,000 shall be deposited before December 15 next, or a later date to be determined by the commission, and if this sum is not deposited, that all the money shall be repaid to stock purchasers.

The commission said that evidence was adduced at the hearing on the application of the General Motor company for the authority granted to the effect that the equipment and facilities of the Davis-Shaub Auto Service company, at present operating between Palo Alto and San Jose, were satisfactory and adequate to

NO MORE BONDS IN PLOT CASES

SAN FRANCISCO, Sept. 15.—Sur-rendering two defendants in the Sacramento and Elinda plot cases before the Federal Court, the National Surety Company today announced that it will in future issue no further bonds for alien enemies under arrest. The men surrendered are Captain Elpo, a man known as Dynatt, who had been free on \$10,000.

The action of the bonding company will mean that practically all alien enemies must be held in jail, if arrested.

The Hindu plot cases, 105 in all, will be placed on trial before Federal Judge W. C. Van Fleet on October 30.

Care for the present business, and for this reason the commission did not permit the General Motor company to enter this territory.

The General Motor company intends to operate hourly motor buses between Oakland and San Jose on the east side of San Francisco bay, and will use six 26-passenger machines.

Uncle Sam says— "Dollar Day" means Economy

Thursday, September 20, will be Dollar Day in Oakland. An oasis in a desert of high prices, Dollar Day will be greeted by Oakland purchasers with as joyous acclaim as ever Sahara caravansaries welcomed a green, cool spot in the sandy wilderness. On that day will come a cease to everyone of the worrying realization that the purchasing power of the dollar is narrowing day by day. Thrifty shoppers for one day at least will not have to make an anxious round of the stores in search of the most reasonably priced article, for every store window in town will be filled with articles of a thousand and one uses but all marked with the standard dollar price.

Leading merchants are preparing to make Dollar Day an even greater success than it was last year when its popularity made its reputation certain. There will be special displays of tempting wares, all selling at \$1.00 and all bristling with value at that. There will be more incentive to spend on Dollar Day than on any other day of the year, and the purchaser will have the comforting assurance that every dollar spent will be wisely invested.

One of the valuable lessons, indeed, that Dollar Day will teach is that of wise spending for those of limited means. On display will be the most needed articles of every day use and any confusion and doubt in their selection by the purchaser will be obviated by the fact that all will sell at \$1.00 and may be judged on their merits alone without regard to price.

Dollar Day, or "people's day," will be heralded in every home in Oakland so that everyone will be ready to take advantage of the opportunity.

TO OPPOSE RAISE IN TRANSBAY RATE

The Oakland Real Estate Board, representing several hundred realty men of the east bay district, has passed a resolution opposing the proposed increase in transbay and suburban fares as applied to passenger service.

The following committee was appointed to co-operate with, and organize for, the people of the east bay district a campaign to obtain popular expression of opinion on the matter: H. F. Bancroft, chairman; Walter H. Leimert, George A. Lewis, P. C. Murdoch, P. Bruce Maiden, Charles L. Pierce, L. B. Magoon and R. Porter Giles.

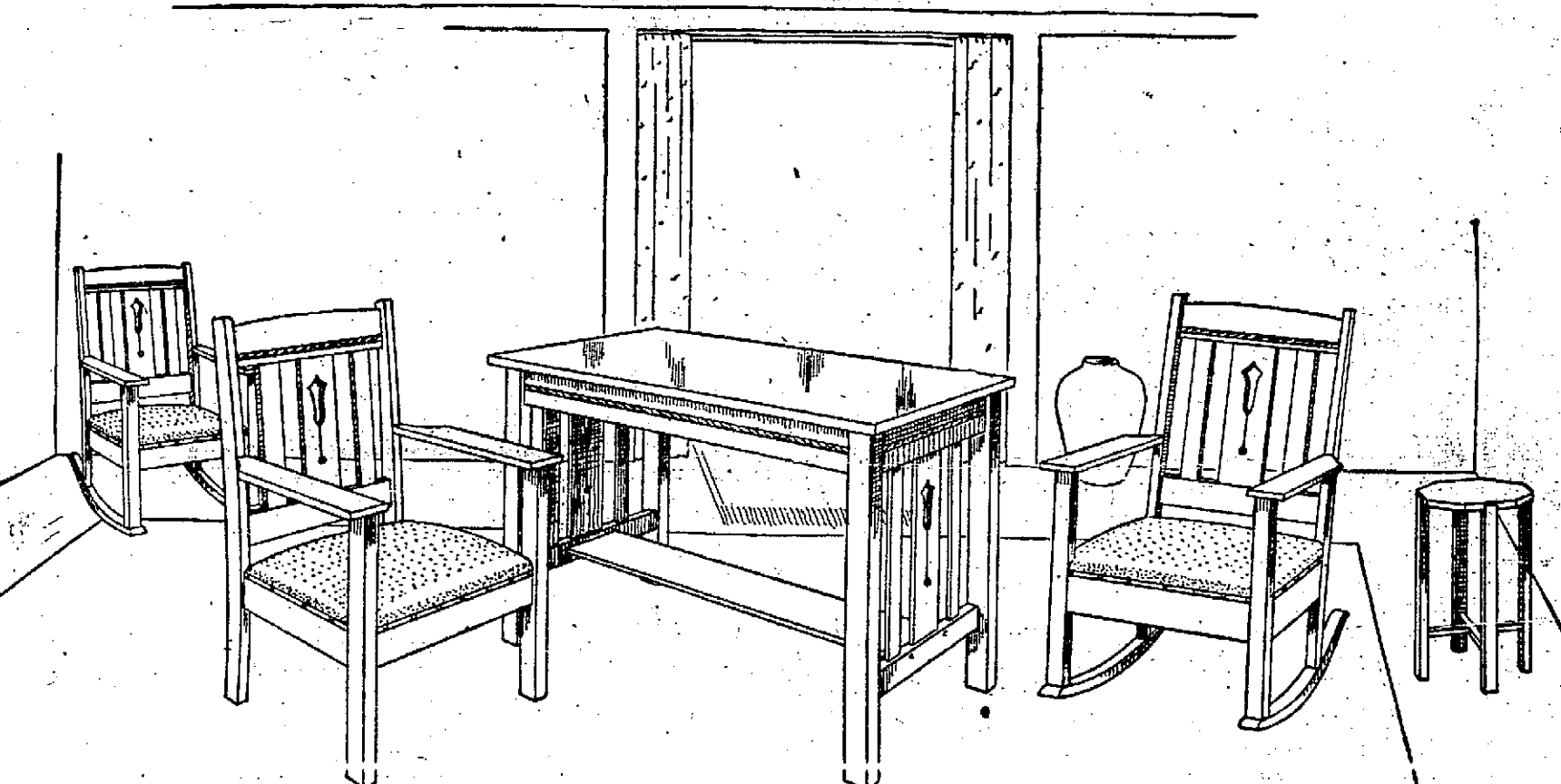
Pursuant to this determination, arrangements were made for the collection of funds, the employment of counsel and the general organization of the fight. The following executive committee was selected to take charge: L. B. Magoon, Charles L. Pierce and R. Porter Giles.

STRICTLY ONE PRICE
NO EXTRA CHARGE
FOR CREDIT

Jackson's
CLAY STREET BET 13TH & 14TH OAKLAND

STRICTLY ONE PRICE
NO EXTRA CHARGE
FOR CREDIT

Jackson's credit system is dignified because you pay no more for time than is charged anywhere for all cash—Buy at the one-price store



5-piece living room set, in solid oak

Library table—two arm rockers—one arm chair—and one tabourette.

The chair seats are covered with "mole skin," the best substitute for leather to be had. Heavy coil springs supported by steel bands from the upholstery—the seats are bolted.

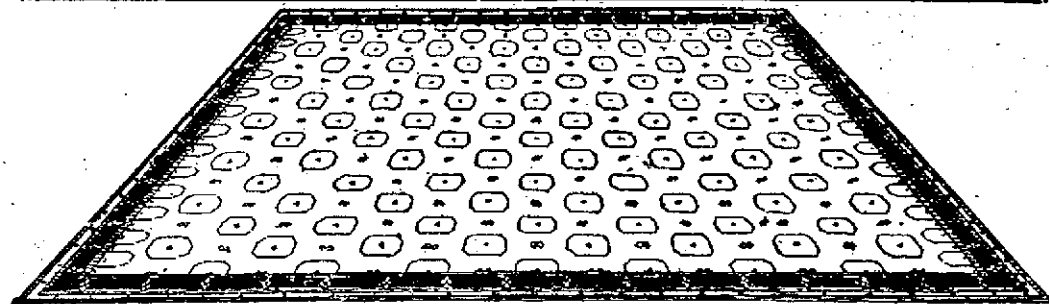
\$35
\$3.50 down
\$3.00 month

Double bed size comforters—Monday special

100 Comforters, 68x75 inches—blue, tan, pink and green, scroll stitched—full double bed size. A good grade and well made.

\$1.75
each

On sale in Carpet, Bedding and Drapery Department—top floor—Monday only. No telephone or C. O. D. orders—a limited number to a customer.



9x12 Congoleum rugs

In a variety of discontinued patterns. A floor covering that is good and serviceable for most any room. Washable, sanitary and easy to clean. They do not require fastenings—they lay flat on the floor—will not curl or "kick up" at the edges. An inexpensive, efficient, good looking floor covering. On sale, top floor—take elevator.

\$9.75
each
\$1.00 down
\$2.00 month

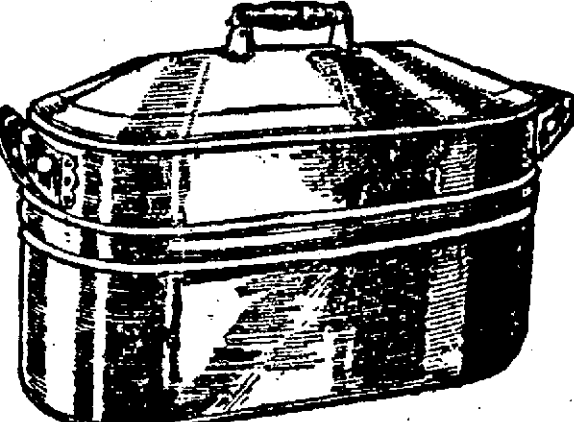
Exchange department

A separate department operated solely for the convenience of our trade.

We will take anything salable (except bedding, mattresses and children's goods) as part payment for new goods. We do not buy second-hand furniture—we merely operate this exchange department for customers who want new goods and have no method of disposing of their old.

Make your selections at the store and then we will send out and put a price on the articles you wish to dispose of—if satisfactory, have the new sent out and the old returned.

Ask any of our salesmen about it.

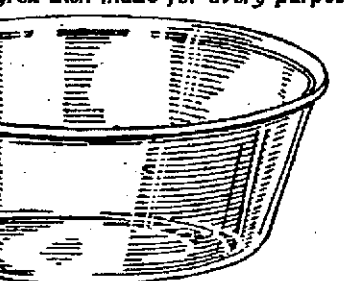


Wash boilers

Heavy tin with copper bottom in large size for \$4.00.

Wash Boilers with galvanized bottom in two sizes, \$2.00 and \$2.35.

Everything for the wash day can be found in the Variety Store, basement. All reasonably priced and sold on Jackson's usual dignified easy payment plan—the one price, cash or credit.



Pyrex glass cooking ware

Pyrex is guaranteed against oven breakage. It is transparent—you see the food as it is being cooked. Cook and serve in the same dish. Pyrex is a heat retainer.

Illustrated is a Pyrex bake dish 9 1/2 inches across top and 3 inches deep—a convenient size for many uses. Price \$1.35.

See the variety of shapes and sizes of Pyrex glass cooking dishes in Variety Store, basement.

House-renting department

There is no charge for this service—every desirable house listed.

Let Jackson's do your house hunting for you. This department is operated by experts who are familiar with the houses and many locations that are listed. Jackson's can get you many houses that are not put on the renting market. Complete rent lists are revised every Saturday and you can get one for the asking—Rent Dept., main floor.

If you are going to furnish we will have a competent man take you in an automobile and show these places to you—and there is no charge for the service.

Clothes Drier For house use



\$1.50

While you are in look over the 5c, 10c and 15c counters in Jackson's Basement Variety Store. Every useful small article for the home.

This clothes drier is shown as illustrated, open and closed. Folds close to the wall when not in use and is easily opened. Convenient for drying the small wash on rainy days. Variety Store, basement.

DIGNIFIED
CREDIT

Jackson's

CLAY ST.
bet 13th & 14th
OAKLAND

COMPLETE HOUSE FURNISHING DEPARTMENT STORE